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April 27, 1921, Temperature 73°

Barometre 29.76 Rainfall 0.00 inch.

Humidity 83

April 27, 1920, Temperature 71.

No. 18,248.

三拜禮

號七廿月四年一十二百九千一英

HONGKONG, WEDNESDAY, APRIL 27, 1921.

日十二月三西年九百二十國民華中

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Beware of a chill—

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WHEN BUYING A WATCH
to consider quality before price.
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THAT SATISFY!
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FELTON YAK. Est. 1890.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

REPARATIONS DEMANDS.

GERMANY'S OFFER TO THE UNITED STATES.

PROPOSALS OUTLINED.

BERLIN, April 26.
The German note to America outlines the German proposals and emphasizes that these are the maximum that Germany can offer. The proposals include an offer to pay fifty milliard gold marks at their present value for reparation. Germany is equally ready to pay the value of this sum in annuities adapted to her capacity for production up to a total of two hundred milliard gold marks. Germany proposes to issue immediately an international loan under which she can participate. The result of the loan will be placed at the disposal of the Allies. Germany will pay the portion of the sum not covered by the loan up to the limits of her capacity. Germany offers to allow the Allies to participate in any improvement of her financial and economic situation and to co-operate in the reconstruction of the devastated regions, supplying materials as far as possible on purely economic lines, also to pay the Reparations Commission one billion gold marks as follows:—(1) 150 million in gold and silver and drafts; and (2) 850 million in bills of exchange upon the Treasury which will be paid within three months in drafts and foreign securities. Germany is ready to take over within the limits of her capacity the Allied debt to the United States. If the proposals are accepted Germany demands the cancellation of all other obligations of Germany with regard to reparations. Thus the private possessions of Germans abroad will be liberated. Germany considers these proposals acceptable only if the regime of penalties is ended, German production not restricted, and Germany admitted to the world's trade. Germany undertakes to recognise as binding the decisions of an international commission of experts upon her capacity to pay and finally asks the United States to point out any desirable modification.

FRANCE FAVOURS COERCION.

PARIS, April 25.
M. Briand reported to the Chamber of Deputies that the conversations at Lympe had met with a satisfactory result. The premiers had been absolutely agreed in principle. He declared that Germany's failure to fulfil the treaty applied in every direction. All French preparations had been made to deal with the situation. On the expiration of the time limit France would resort to coercion because she was compelled by her debtor's bad faith. M. Briand asked for the Chamber's entire confidence after which the debate was adjourned at the Government's request by 424 votes to 29.

AMERICA'S REPLY.

WASHINGTON, April 27.
Mr. Hughes, the Secretary of State, invited the allied ambassadors to meet him informally to discuss the German note. Sir Auckland Geddes, M. Jusserand, Signor Ricci and Baron Shidehara spoke at the conference. It was indicated that the American reply to Germany would not be sent before the receipt here of the views of the allied governments regarding the German proposals.

SHOCKING WAR CRUELTY.

EVIDENCE AGAINST GERMAN PRISON COMMANDANT.

MAN EATEN TO DEATH BY LICE.

LONDON, April 26.
Shocking stories of ill-treatment to British soldiers at the hands of Germans were related in a crowded court at Bow Street by soldiers unable to attend the trials of war criminals in Germany whether the evidence will be sent. Mr. Travers Humphreys and Mr. Vernon Gattie represented the Crown. Mr. Weisenberger represented the German Government. The first case dealt with the brutality of von Muller, the commandant of Flayedemartei camp where a thousand British prisoners were herded in three floorless huts without bedding and sanitation. The rations were inadequate. There was no room for all to lie down and 500 contracted dysentery and died at an average of six daily. Nevertheless they were driven to work with blows the commandant riding a horse through their ranks and taking photographs of men in the throes of dysentery. A terrible disclosure was the statement that a man was eaten to death by lice. There was no trace of the skin of his chest which was a huge mass of crawling vermin. The German guards shuddered at the sight.

DUTCH OIL.

AMERICAN GOVERNMENT AND EXPLOITATION.

THE HAGUE, April 26.
The Second Chamber opened the debate on the bill dealing with the exploitation of oil deposits at Djambi. Referring to the Standard Oil Company's application to participate in the exploitation, Myr. Van Ravesteyn (communist) urged the desirability of the Foreign Minister participating in the debate if the application emanated from the American Government. The President of the Chamber, who opposed the demand, said that he was not aware that the application had emanated from the American Government. Myr. Ravesteyn did not insist on his demand.

SPEAKER LOWTHER RETIRES.

COMMONS REQUEST TO THE KING.

LONDON, April 26.
The House of Commons with acclamation thanked the Speaker, the Rt. Hon. Mr. J. W. Lowther on the occasion of his retirement and adopted a motion asking the King to confer on him some signal mark of favour. The Rt. Hon. Mr. J. H. Whitley will be unanimously elected his successor tomorrow.
[Mr. Lowther has been M.P. for the Penrith division of Cumberland since 1886 and Speaker of the House of Commons since 1905. Mr. Whitley has been M.P. for Halifax since 1900 and Deputy Speaker since 1911.]

WORLD'S CHESS CHAMPIONSHIP.

LONDON, April 27.
A telegram from Havana reports that Lasker has resigned the chess championship of the world to Capablanca after losing four out of fourteen games played and others drawn.

THE DOLLAR.

To-day's closing rate 2/6 1/8
To-day's opening rate 2/6 1/8

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

WAR BONDS CONVERSION.

LONDON, April 26th.
The 1920 War Bonds will be exchanged for the new Loan at 185 per cent., and the 1925 at 180 per cent., in order to encourage early conversion. A commission of 5s. per cent. will be paid to banks and stockbrokers on Bonds converted not later than May 15th.

ARCHDEACON'S APPEAL.

LONDON, April 26th.
Archdeacon Wakefield's appeal to the Privy Council has failed.

REPARATIONS PROBLEM.

PARIS, April 26th.
M. Briand has announced that the Supreme Council has definitely been convoked for the morning of April 30th in London.

LONDON, April 26th.
Preparations for the meeting of the Supreme Council at Downing Street, on April 30th, are proceeding apace. M. Loucheur, the French Minister of the Liberated Regions, has already arrived in London, and a number of French experts are arriving to-day to confer with British experts on April 27th as regards the proposed means of compelling Germany to fulfil her obligations.

M. Briand, Marshal Foch, General Weygand, M. Berthelot arrive on April 28th, when the Belgian Foreign Minister, M. Jaspar, the Belgian Finance Minister, and Count Sforza will also be here. M. Briand informed the French Cabinet that the duration of the conference in London would depend on the new German proposals. If these were not acceptable the conference would last only a few days. If it was probable, they were acceptable, a week would be required to consider a possible basis of fresh negotiations.

In the meanwhile, there is no news of the contents of the German Note to America, which Reuter's Washington Correspondent states that the State Department had not received till yesterday evening.

RUBBER TRADE DEPRESSION.

LONDON, April 26th.
The *Latex Rubber Journal* suggests that producers form a corporation with a capital of \$10,000,000, to buy rubber up to 50d. per pound and not sell it below half a crown per pound. Planters in the Dutch Indies, the journal says, should form a similar company to work in unison with the corporation.

PASSENGERS.

DEPARTURES.

Per P. & O. s.s. "Devanha, to-day:—Messrs. W. O. Hamilton, R. Barry, H. Lodge, S. H. Joyner, J. A. Miller, W. Veerhaan, E. Arkle, A. Culling, R. Coombs, G. Taylor, P. Pantaney, J. Magri, J. Attard, McIntyre, Mrs. H. Smith, Miss Tilling, Mrs. Cornaby, Mr. Baker, Mr. Keith, Mr. and Mrs. Johnston, Miss J. D. Johnston, Mrs. Hamilton, Master R. Hamilton, Miss M. Hamilton, Mr. and Mrs. Ford, Capt. Dathan, General and Mrs. H. G. Young, Col. and Mrs. Young, Miss Young, Mrs. Bowen, Pay-Lt. Thompson, Mr. Pastbrook, Mr. R. M. Reid, Sgoon-Lt. Com. Preston, Rev. Pim, Pay-Lt. Com. G. L. Simons, Lieut. R. H. D. Lane, Lieut. Hunt, Lieut. Dockson, Lieut. D. K. Bain, Lieut. F. W. Jeans, Lieut. Woodhall, R.M.L.I., Mr. Liddell, Mr. W. Howell, Mr. Gov. Capt. and Mrs. Hansin, Mr. and Mrs. Vidal, Commander F. W. Bennett, Mrs. Rapson, Master Rapson, Mr. and Mrs. A. R. Lowe, Miss K. Lowe, Miss H. M. Macleod, Miss E. M. Lowe, Mr. and Mrs. Wheeler, Mrs. Britton, Surgeon-Com. Hoel, Comdr. McKoven, Col. Weller, Pay-Com. Spriggs, Eng.-Com. Archard, Capt. and Mrs. Arthur, Misses D. and B. Arthur, Messrs. W. Jones, W. J. Hayward, T. H. Gamble, T. Edwards, P. Peron, B. de Bosquet, E. Taylor, J. Skerring, Airey, L. J. Frances, W. T. Abbott, A. A. Lawes, J. H. Switzer, J. Taylor, W. Bryce, J. Leach, C. S. Morris, F. Cringle, C. J. Smith, J. Hallen, R. Kershaw, C. W. Aldis, H. Inghild, S. Griston, C. T. Jones, V. S. Horlock, A. C. Grant, E. E. Langston, W. H. Tidswell, T. Waldon, E. C. Price, F. Robins, C. T. King, P. Hardstone, R. Weir, A. Nash, A. Bassett, Harston, S. Sterling, J. F. Hainan, J. A. Muckahy, R. S. Ward, R. Pennington, F. W. Harper, H. Moloney, W. Foster, J. H. Bell, A. Kitchin, P. W. Lock, T. Harris, J. Wyne, W. T. Foale, G. Hammond, E. Myers, J. Featherstone, L. A. Kerby, J. O'Leary, W. Isaac, A. Dyke, A. Lander, J. Rowe, W. Lovergan, Cowdard, C. French, Tancher, Williams, J. W. Hudson, A. J. Saunders, E. J. Abbott, E. J. Miller, A. Harper and W. Osmond.

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Regular \$5.00 Sale \$3.50 suit.

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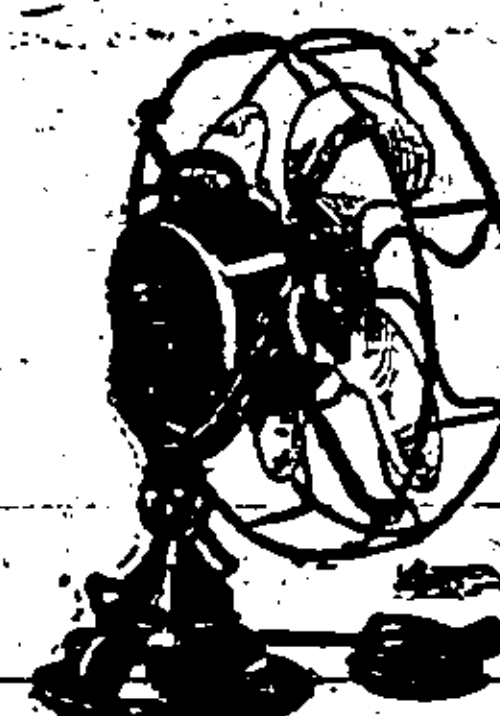
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AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

on
THURSDAY, April 28, 1921,
commencing at 11 a.m.
at Godown 47 & 50 of the Hongkong &
Kowloon Wharf & Godown Co., Ltd.,
Kowloon.(FOR ACCOUNT OF THE CONCERNED),
80 Bales Gunnies.
(More or less damaged by fresh-water).
Terms:—Cash on delivery.LAMMERT BROS.,
Auctioneers
Hongkong, April 27, 1921.on
FRIDAY, April 29, 1921,
commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street.

A Valuable Collection of Antique
China and Curios.From Sung to Ming Dynasties and
Kanghi to Tchowking Periods,
comprising:—Five coloured, three coloured and
blue & white vases, plates, jars, bowls,
flower pots, etc., etc.
Ivory carvings, jade and agate orna-
ments, bronzes, embroideries, lacquered
ware, etc., etc.Also
Four Green jade necklaces.
On view from Thursday, the 28th
inst.Catalogues will be issued.
Terms:—Cash on delivery.LAMMERT BROS.,
Auctioneers.

Hongkong, April 23, 1921.

PALACE MOTOR Co., Ltd.
Phone Central 644
Western Branch 3143
Kowloon Branch 5307New Cars For Hire & For Sale.
Private Cars garaged.

Repairing Cars a Speciality.

FARES FOR PUBLIC
VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour..... 10 cents
Half hour..... 20
One hour..... 35
Three hours..... 50
Six hours..... 70
Day (8 a.m. to 6 p.m.)..... 1.00If the trip is extended beyond Victoria,
half fare extra.Between the hours of 8.30 p.m. and 6
a.m. the above fares shall be increased
by 50 per cent.

II.—Beyond Victoria, with four Bearers.

Hour..... 0.80 cents
Three hours..... 1.00
Six hours..... 1.50
Day (8 a.m. to 6 p.m.)..... 2.00

III.—In the Hill District.

With 2 Bearers With 4 Bearers.
Quarter hour..... \$0.15 \$0.20
Half hour..... 0.30 0.40
One hour..... 0.50 0.60
Two hours..... 0.80 1.00
Three hours..... 1.00 1.20
Six hours..... 1.50 2.00
Day (8 a.m. to 6 p.m.)..... 2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged
in Victoria.Ten minutes..... 5 cents
Quarter hour..... 10
Half hour..... 15
One hour..... 20
Every subsequent hour..... 30Note.—If the ricksha is engaged
within the City of Victoria, and is dis-
charged outside the Western part of the
City of Victoria after 9 p.m., or is dis-
charged to the East of Bay View Police
Station on the Eastern side of the City
of Victoria after 9 p.m., an extra half
fare shall be chargeable.

II.—In Kowloon.

Quarter hour..... 5 cents
Half hour..... 10
Hour..... 20
Every subsequent hour..... 10

III.—Tseung Koo Road.

Twenty cents shall be added
for each extra hour or part
of an hour if the ricksha is engaged
for a longer time than4th mile..... 75 cents 1 hour, 1.00
Beyond 4th to 8th mile..... 1.00 2 hours, 1.50
Beyond 8th to 12th mile..... 1.50 3 hours, 2.00
Beyond 12th to 16th mile..... 2.00 4 hours, 2.50
Beyond 16th to 20th mile..... 2.50 5 hours, 3.00
Beyond 20th to 24th mile..... 3.00 6 hours, 3.50
Beyond 24th to 28th mile..... 3.50 7 hours, 4.00
Beyond 28th to 32nd mile..... 4.00 8 hours, 4.50
Beyond 32nd to 36th mile..... 4.50 9 hours, 5.00
Beyond 36th to 40th mile..... 5.00 10 hours, 5.50
Beyond 40th to 44th mile..... 5.50 11 hours, 6.00
Beyond 44th to 48th mile..... 6.00 12 hours, 6.50
Beyond 48th to 52nd mile..... 6.50 13 hours, 7.00
Beyond 52nd to 56th mile..... 7.00 14 hours, 7.50
Beyond 56th to 60th mile..... 7.50 15 hours, 8.00
Beyond 60th to 64th mile..... 8.00 16 hours, 8.50
Beyond 64th to 68th mile..... 8.50 17 hours, 9.00
Beyond 68th to 72nd mile..... 9.00 18 hours, 9.50
Beyond 72nd to 76th mile..... 9.50 19 hours, 10.00
Beyond 76th to 80th mile..... 10.00 20 hours, 10.50
Beyond 80th to 84th mile..... 10.50 21 hours, 11.00
Beyond 84th to 88th mile..... 11.00 22 hours, 11.50
Beyond 88th to 92nd mile..... 11.50 23 hours, 12.00
Beyond 92nd to 96th mile..... 12.00 24 hours, 12.50
Beyond 96th to 100th mile..... 12.50 25 hours, 13.00
Beyond 100th to 104th mile..... 13.00 26 hours, 13.50
Beyond 104th to 108th mile..... 13.50 27 hours, 14.00
Beyond 108th to 112th mile..... 14.00 28 hours, 14.50
Beyond 112th to 116th mile..... 14.50 29 hours, 15.00
Beyond 116th to 120th mile..... 15.00 30 hours, 15.50
Beyond 120th to 124th mile..... 15.50 31 hours, 16.00
Beyond 124th to 128th mile..... 16.00 32 hours, 16.50
Beyond 128th to 132nd mile..... 16.50 33 hours, 17.00
Beyond 132nd to 136th mile..... 17.00 34 hours, 17.50
Beyond 136th to 140th mile..... 17.50 35 hours, 18.00
Beyond 140th to 144th mile..... 18.00 36 hours, 18.50
Beyond 144th to 148th mile..... 18.50 37 hours, 19.00
Beyond 148th to 152nd mile..... 19.00 38 hours, 19.50
Beyond 152nd to 156th mile..... 19.50 39 hours, 20.00
Beyond 156th to 160th mile..... 20.00 40 hours, 20.50
Beyond 160th to 164th mile..... 20.50 41 hours, 21.00
Beyond 164th to 168th mile..... 21.00 42 hours, 21.50
Beyond 168th to 172nd mile..... 21.50 43 hours, 22.00
Beyond 172nd to 176th mile..... 22.00 44 hours, 22.50
Beyond 176th to 180th mile..... 22.50 45 hours, 23.00
Beyond 180th to 184th mile..... 23.00 46 hours, 23.50
Beyond 184th to 188th mile..... 23.50 47 hours, 24.00
Beyond 188th to 192nd mile..... 24.00 48 hours, 24.50
Beyond 192th to 196th mile..... 24.50 49 hours, 25.00
Beyond 196th to 200th mile..... 25.00 50 hours, 25.50
Beyond 200th to 204th mile..... 25.50 51 hours, 26.00
Beyond 204th to 208th mile..... 26.00 52 hours, 26.50
Beyond 208th to 212th mile..... 26.50 53 hours, 27.00
Beyond 212th to 216th mile..... 27.00 54 hours, 27.50
Beyond 216th to 220th mile..... 27.50 55 hours, 28.00
Beyond 220th to 224th mile..... 28.00 56 hours, 28.50
Beyond 224th to 228th mile..... 28.50 57 hours, 29.00
Beyond 228th to 232nd mile..... 29.00 58 hours, 29.50
Beyond 232nd to 236th mile..... 29.50 59 hours, 30.00
Beyond 236th to 240th mile..... 30.00 60 hours, 30.50
Beyond 240th to 244th mile..... 30.50 61 hours, 31.00
Beyond 244th to 248th mile..... 31.00 62 hours, 31.50
Beyond 248th to 252nd mile..... 31.50 63 hours, 32.00
Beyond 252nd to 256th mile..... 32.00 64 hours, 32.50
Beyond 256th to 260th mile..... 32.50 65 hours, 33.00
Beyond 260th to 264th mile..... 33.00 66 hours, 33.50
Beyond 264th to 268th mile..... 33.50 67 hours, 34.00
Beyond 268th to 272nd mile..... 34.00 68 hours, 34.50
Beyond 272th to 276th mile..... 34.50 69 hours, 35.00
Beyond 276th to 280th mile..... 35.00 70 hours, 35.50
Beyond 280th to 284th mile..... 35.50 71 hours, 36.00
Beyond 284th to 288th mile..... 36.00 72 hours, 36.50
Beyond 288th to 292nd mile..... 36.50 73 hours, 37.00
Beyond 292th to 296th mile..... 37.00 74 hours, 37.50
Beyond 296th to 300th mile..... 37.50 75 hours, 38.00
Beyond 300th to 304th mile..... 38.00 76 hours, 38.50
Beyond 304th to 308th mile..... 38.50 77 hours, 39.00
Beyond 308th to 312th mile..... 39.00 78 hours, 39.50
Beyond 312th to 316th mile..... 39.50 79 hours, 40.00
Beyond 316th to 320th mile..... 40.00 80 hours, 40.50
Beyond 320th to 324th mile..... 40.50 81 hours, 41.00
Beyond 324th to 328th mile..... 41.00 82 hours, 41.50
Beyond 328th to 332nd mile..... 41.50 83 hours, 42.00
Beyond 332nd to 336th mile..... 42.00 84 hours, 42.50
Beyond 336th to 340th mile..... 42.50 85 hours, 43.00
Beyond 340th to 344th mile..... 43.00 86 hours, 43.50
Beyond 344th to 348th mile..... 43.50 87 hours, 44.00
Beyond 348th to 352nd mile..... 44.00 88 hours, 44.50
Beyond 352nd to 356th mile..... 44.50 89 hours, 45.00
Beyond 356th to 360th mile..... 45.00 90 hours, 45.50
Beyond 360th to 364th mile..... 45.50 91 hours, 46.00
Beyond 364th to 368th mile..... 46.00 92 hours, 46.50
Beyond 368th to 372nd mile..... 46.50 93 hours, 47.00
Beyond 372th to 376th mile..... 47.00 94 hours, 47.50
Beyond 376th to 380th mile..... 47.50 95 hours, 48.00
Beyond 380th to 384th mile..... 48.00 96 hours, 48.50
Beyond 384th to 388th mile..... 48.50 97 hours, 49.00
Beyond 388th to 392nd mile..... 49.00 98 hours, 49.50
Beyond 392th to 396th mile..... 49.50 99 hours, 50.00
Beyond 396th to 400th mile..... 50.00 100 hours, 50.50
Beyond 400th to 404th mile..... 50.50 101 hours, 51.00
Beyond 404th to 408th mile..... 51.00 102 hours, 51.50
Beyond 408th to 412th mile..... 51.50 103 hours, 52.00
Beyond 412th to 416th mile..... 52.00 104 hours, 52.50
Beyond 416th to 420th mile..... 52.50 105 hours, 53.00
Beyond 420th to 424th mile..... 53.00 106 hours, 53.50
Beyond 424th to 428th mile..... 53.50 107 hours, 54.00
Beyond 428th to 432nd mile..... 54.00 108 hours, 54.50
Beyond 432nd to 436th mile..... 54.50 109 hours, 55.00
Beyond 436th to 440th mile..... 55.00 110 hours, 55.50
Beyond 440th to 444th mile..... 55.50 111 hours, 56.00
Beyond 444th to 448th mile..... 56.00 112 hours, 56.50
Beyond 448th to 452nd mile..... 56.50 113 hours, 57.00
Beyond 452nd to 456th mile..... 57.00 114 hours, 57.50
Beyond 456th to 460th mile..... 57.50 115 hours, 58.00
Beyond 460th to 464th mile..... 58.00 116 hours, 58.50
Beyond 464th to 468th mile..... 58.50 117 hours, 59.00
Beyond 468th to 472nd mile..... 59.00 118 hours, 59.50
Beyond 472th to 476th mile..... 59.50 119 hours, 60.00
Beyond 476th to 480th mile..... 60.00 120 hours, 60.50
Beyond 480th to 484th mile..... 60.50 121 hours, 61.00
Beyond 484th to 488th mile..... 61.00 122 hours, 61.50
Beyond 488th to 492nd mile..... 61.50 123 hours, 62.00
Beyond 492th to 496th mile..... 62.00 124 hours, 62.50
Beyond 496th to 500th mile..... 62.50 125 hours, 63.00
Beyond 500th to 504th mile..... 63.00 126 hours, 63.50
Beyond 504th to 508th mile..... 63.50 127 hours, 64.00
Beyond 508th to 512th mile..... 64.00 128 hours, 64.50
Beyond 512th to 516th mile..... 64.50 129 hours, 65.00
Beyond 516th to 520th mile..... 65.00 130 hours, 65.50
Beyond 520th to 524th mile..... 65.50 131 hours, 66.00
Beyond 524th to 528th mile..... 66.00 132 hours, 66.50
Beyond 528th to 532nd mile..... 66.50 133 hours, 67.00
Beyond 532nd to 536th mile..... 67.00 134 hours, 67.50
Beyond 536th to 540th mile..... 67.50 135 hours, 68.00
Beyond 540th to 544th mile..... 68.00 136 hours, 68.50
Beyond 544th to 548th mile..... 68.50 137 hours, 69.00
Beyond 548th to 552nd mile..... 69.00 138 hours, 69.50
Beyond 552nd to 556th mile..... 69.50 139 hours, 70.00
Beyond 556th to 560th mile..... 70.00 140 hours, 70.50
Beyond 560th to 564th mile..... 70.50 141 hours, 71.00
Beyond 564th to 568th mile..... 71.00 142 hours, 71.50
Beyond 568th to 572nd mile..... 71.50 143 hours, 72.00
Beyond 572th to 576th mile..... 72.00 144 hours, 72.50
Beyond 576th to 580th mile..... 72.50 145 hours, 73.00
Beyond 580th to 584th mile..... 73.00 146 hours, 73.50
Beyond 584th to 588th mile..... 73.50 147 hours, 74.00
Beyond 588th to 592nd mile..... 74.00 148 hours, 74.50
Beyond 592th to 596th mile..... 74.50 149 hours, 75.00
Beyond 596th to 600th mile..... 75.00 150 hours, 75.50
Beyond 600th to 604th mile..... 75.50 151 hours, 76.00
Beyond 604th to 608th mile..... 76.00 152 hours, 76.50
Beyond 608th to 612th mile..... 76.50 153 hours, 77.00
Beyond 612th to 616th mile..... 77.00 154 hours, 77.50
Beyond 616th to 620th mile..... 77.50 155 hours, 78.00
Beyond 620th to 624th mile..... 78.00 156 hours, 78.50
Beyond 624th to 628th mile..... 78.50 157 hours, 79.00
Beyond 628th to 632nd mile..... 79.00 158 hours, 79.50
Beyond 632nd to 636th mile..... 79.50 159 hours, 80.00
Beyond 636th to 640th mile..... 80.00 160 hours, 80.50
Beyond 640th to 644th mile..... 80.50 161 hours, 81.00
Beyond 644th to 648th mile..... 81.00 162 hours, 81.50
Beyond 648th to 652nd mile..... 81.50 163 hours, 82.00
Beyond 652nd to 656th mile..... 82.00 164 hours, 82.50
Beyond 656th to 660th mile..... 82.50 165 hours, 83.00
Beyond 660th to 664th mile..... 83.00 166 hours, 83.50
Beyond 664th to 668th mile..... 83.50 167 hours, 84.00
Beyond 668th to 672nd mile..... 84.00 168 hours, 84.50
Beyond 672th to 676th mile..... 84.50 169 hours, 85.00
Beyond 676th to 680th mile..... 85.00 170 hours, 85.50
Beyond 680th to 684th mile..... 85.50 171 hours, 86.00
Beyond 684th to 688th mile..... 86.00 172 hours, 86.50
Beyond 688th to 692nd mile..... 86.50 173 hours, 87.00
Beyond 692th to 696th mile..... 87.00 174 hours, 87.50
Beyond 696th to 700th mile..... 87.50 175 hours, 88.00
Beyond 700th to 704th mile..... 88.00 176 hours, 88.50
Beyond 704th to 708th mile..... 88.50 177 hours, 89.00
Beyond 708th to 712th mile..... 89.00 178 hours, 89.50
Beyond 712th to 716th mile..... 89.50 179 hours, 90.00
Beyond 716th to 720th mile..... 90.00 180 hours, 90.50
Beyond 720th to 724th mile..... 90.50 181 hours, 91.00
Beyond 724th to 728th mile..... 91.00 182 hours, 91.50
Beyond 728th to 732nd mile..... 91.50 183 hours, 92.00
Beyond 732nd to 736th mile..... 92.00 184 hours, 92.50
Beyond 736th to 740th mile..... 92.50 185 hours, 93.00
Beyond 740th to 744th mile..... 93.00 186 hours, 93.50
Beyond 744th to 748th mile..... 93.50 187 hours, 94.00
Beyond 748th to 752nd mile..... 94.00 188 hours, 94.50
Beyond 752nd to 756th mile..... 94.50 189 hours, 95.00
Beyond 756th to 760th mile..... 95.00 190 hours, 95.50
Beyond 760th to 764th mile..... 95.50 191 hours, 96.00
Beyond 764th to 768th mile..... 96.00 192 hours, 96.50
Beyond 768th to 772nd mile..... 96.50 193 hours, 97.00
Beyond 772th to 776th mile..... 97.00 194 hours, 97.50
Beyond 776th to 780th mile..... 97.50 195 hours, 98.00
Beyond 780th to 784th mile..... 98.00 196 hours, 98.50
Beyond 784th to 788th mile..... 98.50 197 hours, 99.00
Beyond 788th to 792nd mile..... 99.00 198 hours, 99.50
Beyond 792th to 796th mile..... 99.50 199 hours, 100.00
Beyond 796th to 800th mile..... 100.00 200 hours, 100.50
Beyond 800th to 804th mile..... 100.50 201 hours, 101.00
Beyond 804th to 808th mile..... 101.00 202 hours, 101.50
Beyond 808th to 812th mile..... 101.50 203 hours, 102.00
Beyond 812th to 816th mile..... 102.00 204 hours, 102.50
Beyond 816th to 820th mile..... 102.50 205 hours, 103.00
Beyond 820th to 824th mile..... 103.00 206 hours, 103.50
Beyond 824th to 828th mile..... 103.50 207 hours, 104.00
Beyond 828th to 832nd mile..... 104.00 208 hours, 104.50
Beyond 832nd to 836th mile..... 104.50 209 hours, 105.00
Beyond 836th to 840th mile..... 105.00 210 hours, 105.50
Beyond 840th to 844th mile..... 105.50 211 hours, 106.00
Beyond 844th to 848th mile..... 106.00 212 hours, 106.50
Beyond 848th to 852nd mile..... 106.50 213 hours, 107.00
Beyond 852nd to 856th mile..... 107.00 214 hours, 107.50
Beyond 856th to 860th mile..... 107.50 215 hours, 108.00
Beyond 860th to 864th mile..... 108.00 216 hours, 108.50
Beyond 864th to 868th mile..... 108.50 217 hours, 109.00
Beyond 868th to 872nd mile..... 109.00 218 hours, 109.50
Beyond 872th to 876th mile..... 109.50 219 hours, 110.00
Beyond 876th to 880th mile..... 110.00 220 hours, 110.50
Beyond 880th to 884th mile..... 110.50 221 hours, 111.00
Beyond 884th to 888th mile..... 111.00 222 hours, 111.50
Beyond 888th to 892nd mile..... 111.50 223 hours, 112.00
Beyond 892th to 896th mile..... 112.00 224 hours, 112.50
Beyond 896th to 900th mile..... 112.50 225 hours, 113.00
Beyond 900th to 904th mile..... 113.00 226 hours, 113.50
Beyond 904th to 908th mile..... 113.50 227 hours, 114.00
Beyond 908th to 912th mile..... 114.00 228 hours, 114.50
Beyond 912th to 916th mile..... 114.50 229 hours, 115.00
Beyond 916th to 920th mile..... 115.00 230 hours, 115.50
Beyond 920th to 924th mile..... 115.50 231 hours, 116.00
Beyond 924th to 928th mile..... 116.00 232 hours, 116.50
Beyond 928th to 932nd mile..... 116.50 233 hours, 117.00
Beyond 932nd to 936th mile..... 117.00 234 hours, 117.50
Beyond 936th to 940th mile..... 117.50 235 hours, 118.00
Beyond 940th to 944th mile..... 118.00 236 hours, 118.50
Beyond 944th to 948th mile..... 118.50 237 hours, 119.00
Beyond 948th to 952nd mile..... 119.00 238 hours, 119.50
Beyond 952nd to 956th mile..... 119.50 239 hours, 120.00
Beyond 956th to 960th mile..... 120.00 240 hours, 120.50
Beyond 960th to 964th mile..... 120.50 241 hours, 121.00
Beyond 964th to 968th mile..... 121.00 242 hours, 121.50
Beyond 968th to 972nd mile..... 121.50 243 hours, 122.00
Beyond 972th to 976th mile..... 122.00 244 hours, 122.50
Beyond 976th to 980th mile..... 122.50 245 hours, 123.00
Beyond 980th to 984th mile..... 123.00 246 hours, 123.50
Beyond 984th to 988th mile..... 123.50 247 hours, 124.00
Beyond 988th to 992nd mile..... 124.00 248 hours, 124.50
Beyond 992th to 996th mile..... 124.50 249 hours, 125.00
Beyond 996th to 1000th mile..... 125.00 250 hours, 125.50
Beyond 1000th to 1004th mile..... 125.50 251 hours, 126.00
Beyond 1004th to 1008th mile..... 126.00 252 hours, 126.50
Beyond 1008th to 1012th mile..... 126.50 253 hours, 127.00
Beyond 1012th to 1016th mile..... 127.00 254 hours, 127.50
Beyond 1016th to 1020th mile..... 127.50 255 hours, 128.00
Beyond 1020th to 1024th mile..... 128.00 256 hours, 128.50
Beyond 1024th to 1028th mile..... 128.50 257 hours, 129.00
Beyond 1028th to 1032nd mile..... 129.00 258 hours, 129.50
Beyond 1032nd to 1036th mile..... 129.50 259 hours, 130.00
Beyond 1036th to 1040th mile..... 130.00 260 hours, 130.50
Beyond 1040th to 1044th mile..... 130.50 261 hours, 131.00
Beyond 1044th to 1048th mile..... 131.00 262 hours, 131.50
Beyond 1048th to 1052nd mile..... 131.50 263 hours, 132.00
Beyond 1052nd to 1056th mile..... 132.00 264 hours, 132.50
Beyond 1056th to 1060th mile..... 132.50 265 hours, 133.00
Beyond 1060th to 1064th mile..... 133.00 266 hours, 133.50
Beyond 1064th to 1068th mile..... 133.50 267 hours, 134.00
Beyond 1068th to 1072nd mile..... 134.00 268 hours, 134.50
Beyond 1072th to 1076th mile..... 134.50 269 hours, 135.00
Beyond 1076th to 1080th mile..... 135.00 270 hours, 135.50
Beyond 1080th to 1084th mile..... 135.50 271 hours, 136.00
Beyond 1084th to 1088th mile..... 136.00 272 hours, 136.50
Beyond 1088th to 1092nd mile..... 136.50 273 hours, 137.00
Beyond 1092th to 1096th mile..... 137.00 274 hours, 137.50
Beyond 1096th to 1100th mile..... 137.50 275 hours, 138.00
Beyond 1100th to 1104th mile..... 138.00 276 hours, 138.50
Beyond 1104th to 1108th mile..... 138.50 277 hours, 139.00
Beyond 1108th to 1112th mile..... 139.00 278 hours, 139.50
Beyond 1112th to 1116th mile..... 139.50 279 hours, 140.00
Beyond 1116th to 1120th mile..... 140.00 280 hours, 140.50
Beyond 1120th to 1124th mile..... 140.50 281 hours, 141.00
Beyond 1124th to 1128th mile..... 141.00 282 hours, 141.50
Beyond 1128th to 1132nd mile..... 141.50 283 hours, 142.00
Beyond 1132nd to 1136th mile..... 142.00 284 hours, 142.50
Beyond 1136th to 1140th mile..... 142.50 285 hours, 143.00
Beyond 1140th to 1144th mile..... 143.00 286 hours, 143.50
Beyond 1144th to 1148th mile..... 143.50 287 hours, 144.00
Beyond 1148th to 1152nd mile..... 144.00 288 hours, 144.50
Beyond 1152nd to 1156th mile..... 144.50 289 hours, 145.00
Beyond 1156th to 1160th mile..... 145.00 290 hours, 145.50
Beyond 1160th to 1164th mile..... 145.50 291 hours, 146.00
Beyond 1164th to 1168th mile..... 146.00 292 hours, 146.50
Beyond 1168th to 1172nd mile..... 146.50 293 hours, 147.00
Beyond 1172th to 1176th mile..... 147.00 294 hours, 147.50
Beyond 1176th to 1180th mile..... 147.50 295 hours, 148.00
Beyond 1180th to 1184th mile..... 148.00 296 hours, 148.50
Beyond 1184th to 1188th mile..... 148.50 297 hours, 149

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,

FRIDAY,

April 29, 1921, at 2.30 p.m.,
at the Office of W. H. Drummond, Esq.,
Prince's Bldg. Top floor,
OFFICE FURNITURE,
Comprising—Brussels Carpet, Writing
Table, Library Table, Chairs, Cup-
boards, Office Desks, &c., &c.

And
400 day clock.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 26, 1921.

(For Account of the Concerned)

SATURDAY,

April 30, 1921, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
HOUSEHOLD FURNITURE
AND SUNDRIES.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 26, 1921.

(For Account of the Concerned)

MONDAY,

May 2, 1921, at 2.30 p.m.,
at Beogate, Kimberley Road, Kowloon,
VALUABLE TEAK FURNITURE,
Comprising—Bedroom—Suits, Dining
Room—Suits, Electric Light
Fittings, Complete Curtain Poles, &
Kitchen Utensils, &c., &c.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 26, 1921.

INTIMATIONS.

VICTORIA RECREATION CLUB.

THE ANNUAL ATHLETIC
SPORTS will be held on the
Hongkong Football Club's ground on
SATURDAY.

PROGRAMME:

Long Jump; 120 yds. Hurdle Race;
Throwing the Cricket Ball; 220 yds.
Flat Race, Handicap; Bicycle Race,
2 miles, Handicap; Putting the shot;
100 yds. Flat Race, Scratch; Bicycle
Race, 3 miles, Handicap; 220 yds.
Handicap (Members of V.R.C.); 440
yds. Handicap (Members of V.R.C.);
1/2 Mile Flat Race, Handicap; 440
yds. Flat Race, Scratch; Bicycle Race
1 Mile, Scratch; 100 yds. Scratch
(Members of V.R.C.); One Mile Flat
Race, Handicap; Consolation Race;
440 yds. Relay Race, 8 men aside;
Sack Race; Obstacle Race.

MARATHON RACE, Open to the
Colony. Start from Shaikwan Police
Station and Once Round Ring at Foot-
ball Ground.

Tag of War, for Native Regiments,
8 men aside.

Entries Close TO-MORROW.

R. C. WITCHELL,
Hon. Secretary.
Hongkong, April 26, 1921.

NOTICE.

THE 2/Wiltshire Regt. will hold
their Regimental Sports on
THURSDAY, April 28th, at 1.30 p.m.
at Sookomoo.

Major C. A. Law and the Officers
will be at Home on the ground and will
be very glad to see their friends if they
will kindly accept this notice as an
invitation.
Hongkong, April 25, 1921.

MARTIN'S
APIOL STEEL
PILLS

A French Remedy for all Indigestions,
Dyspepsia, Flatulency, Headache, and
all the ailments of the stomach. It is
the only medicine that can be taken
at any time, and in any quantity.
It is the only medicine that can be
taken at any time, and in any quantity.
It is the only medicine that can be
taken at any time, and in any quantity.

MARTIN'S
APIOL STEEL
PILLS

TAIYO & CO.
GARDEN
BOOTS AND SHOES
MADE TO ORDER.
35, N. WILSON ST.

THE FAR EAST PROBLEM.

(Continued from page 2.)

JAPAN'S NEW PROGRAMME OF ENTERPRISE.

At the moment Japan's export trade is under a cloud, but the latter will pass, and big schemes now maturing for a systematic attack on foreign markets will be put into execution. For example, we may draw attention to the fact that Mr. Inouye, Governor of the Bank of Japan, only a week or so back spoke of the necessity for encouraging export trade, not only as a temporary policy, but as a permanent policy in the interests of the country; while he also dealt with efforts to be made both to secure the markets gained during the war and to obtain a footing in new markets. Production, he said, must be increased in order to reduce costs, and an intimate connection must be established between manufacturers, exporters, marine carriers, and bankers; while in order to meet foreign competition abroad goods must be exported as cheaply as possible. He advocated a subsidy for exports and assistance to exporters in giving long credits. The Japanese Government is, indeed, actively moving in the matter of export trade, the decision to appoint a large number of skilled specialists as trade commissioners in various markets being not the least important measure. Ten of these commissioners are expected to be at work before the end of the present year. Japan is also making a big bid for the ocean-carrying business, and a recent development is the amalgamation of four of the largest steamship companies, with over 1,100,000 tons.

RIVALRY OR CO-OPERATION?
These plans are, of course, not for Far East markets only, but it may be taken for granted that the countries in the immediate vicinity will be the chief aim of Japanese commercial enterprise. The Chinese movement to avoid the purchase of Japanese manufactures is dying a natural death, and in that market particularly the Japanese will prove an increasingly strong competitor. There are some among British manufacturers who, seeing the apparent futility of fighting Japanese rivalry in Far East markets, are advocating co-operation as an alternative. A strong case is put forward by many Japanese merchants of high reputation and influence that they are in the most advantageous position for transacting business in Oriental markets on behalf of both British and American firms. Now far this idea is eventually put into practice must rest with the latter, but it seems inevitable that developments along this line will in time occur in rivalry with European merchant firms.

GREAT BRITAIN'S STANDING IN THE MARKET.

Never, fortunately, was Great Britain better equipped locally to cope with Far East requirements. Not only is the merchant system strongly organised, but a perfect network of British Chambers of Commerce has been created in China, and in the other markets in this part of the world—British interests are looked after with intelligence and keenness by H.M. Trade Commissioners and other agencies, both official and private. The system of manufacturers' representation has also been established to some degree, notably by such concerns as the China Agents Co., of Shanghai, the actual business, of course, being handled by the established merchant houses. One British advantage in all these markets is the high reputation for quality possessed by goods of the United Kingdom, while English methods of doing business are respected for their propriety. In regard to price, however, the Japanese easily lead, but their business methods and the quality of their manufactures are by no means so highly esteemed.

CHINA'S UNLIMITED COMMERCIAL NEEDS.

Japan itself presents but a moderately valuable field for commercial enterprise, the tendency being to manufacture locally everything that is needed for home consumption. The chief requirements from foreign sources are raw materials, partly manufactured goods and industrial machinery. It is estimated that only one-tenth of the goods imported into Japan belong to the category of wholly manufactured, and that proportion is likely to become less every year. Korea and the Japanese zone in Manchuria are to all intents and purposes Japanese commercial preserves, and as such offer little inducement to other countries seeking trade in these regions. China is an infinitely broader field for operations, not merely because of its larger population, but for the reason that in its present stage of development it is much more dependent on supplies from outside. Indo-China and the Philippines are still at an early stage of industrial development, and requirements are largely connected with mining and big plantations. But town life is also growing; thus creating a demand for general merchandise.

THE BRITISH MANUFACTURER'S OPPORTUNITY IN CHINA.

In China, at any rate, British trade is now in the supreme position. Taken in conjunction with Hongkong, this market, last year showed a total United Kingdom participation of

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents
for 2 insertions.

WANTED.

WANTED—STENOGRAPHER and
TYPESETTER, for one week, 5.30 p.m.
—7.30 p.m. and/or 10.30 a.m.—12.30
p.m. Machines available. Usual remuneration. Apply: Acting Chaplain,
St. John's Cathedral Hall, Telephone
796.

FOR SALE.

SWEET PEAS FOR SALE—A few
packets of SEED saved from my
own plants. Delivery now or at
proper sowing season. A. NICOL,
Quarry Bay.

TO LET.

TO LET—From 1st April, HOUSE
in No. 10, Nathan Road and No.
4, Rose Terrace, Kowloon. Apply to
TONG WAI BUNNUS AGENCY, No. 42,
Queen's Road, East.

SILENT FOR 32 YEARS.

MENDICANT'S STRANGE CONDUCT.

A queer little story of a "dead
mute's" sudden recovery of the gift
of speech comes from Notre Dame.
For many years a tall gaunt beggar
has appealed to the charity of passers
by at the Cathedral gates. From time
to time the police had charged him
with mendicancy but the doctor's
examination had always shown his
affliction to be apparently genuine, so
he was always released.

But the other day a policeman new
to the post re-arrested him. The in-
spector said "Don't charge him. We
know him well. The poor fellow's
deaf and dumb." To his surprise the
beggar rejoined—

"I'm sorry to contradict you, in-
spector, but I can speak and hear as well
as you. During 32 years that I've
kept silence and earned my livelihood
by maintaining this deception I've seen
and heard so many lies and so much
hardness and hypocrisy that I'm
determined for once to give vent to
my feelings even if I have to go to
prison for it."

The man then resumed his custom-
ary silence. Inquiries have been
made which show that during his 32
years' self-imposed silence he had
amassed a comfortable little fortune
and was on the point of retiring from
business.

NO MORE ANONYMITY.

TRACING OF HANDWRITING.

The doom of the anonymous letter-
writer is sealed by the discovery
made after years of research, by Dr.
Locard, director of the world-famous
technical police laboratory in Lyons.

A scientific system of correlating
up and down strokes and handwriting
by means of mathematical diagrams
has been perfected, and will soon be
made known to the police all over
world.

Those who have already investigat-
ed this new idea assert that it is just
as great a stride along the lines of
criminal detection as the finger-print
identification system, and will banish
all possibility of conflicting evidence
by handwriting experts.

The new system, which is known
as graphometry, does not merely re-
veal characteristic differences, but
classifies them numerically. Identifi-
cation by comparison of suspected
documents with the real or "faked"
scribbling of their author is made im-
mediately possible.

Henceforth, to cite only one ex-
ample, a husband who is maliciously
informed in the morning's post that
his wife is unfaithful will frequently
find it unnecessary to employ detec-
tives but will simply forward the let-
ter with samples of the handwriting
of those whom he suspects to Dr.
Locard.

\$56,650,000, comparing with an
American share valued at \$42,800,000
and a Japanese interest approximat-
ing to \$45,000,000. China is not
only the most valuable of all the mar-
kets in this part of the world, but its
future is one of illimitable promise.

British firms do wisely in concentrat-
ing upon this great market of still
greater potentialities, and there is
the more encouragement to do so in
the fact that there is no country with
whom the Chinese merchant desires
to trade so much as England. He
knows and respects the English
importer, and can rely upon English
goods. American goods he knows
too, but he is a little overwhelmed
by U.S.A. pushfulness, and is not so
enamoured of the business methods
employed. With regard to Japanese
trade, few Chinese merchants would
touch it if British or American firms
could supply him with what he
requires. In fact, there is every
incentive to further British enterprise
in this market, and both merchants
and manufacturers should endeavour
to increase their magnificent showing.
—British Export Gazette.

"They do more than—
please your taste—
they satisfy!"



Chesterfields "introduce you" to an
entirely new kind of cigarette enjoyment.
They not only please your taste, but they
do something else besides.

You know what a big, juicy beefsteak
does for your hunger.

Chesterfields do exactly the same thing
for your smoking. They let you know you're
smoking. They SATISFY!

The blend does it. And the blend can't be
copied.

If you want a smoke that really "satisfies"
try a Chesterfield.



This is the package with
the moisture-proof jacket
that keeps Chesterfield's
original freshness and
flavor intact.

Longitudinal tobacco Co.

Chesterfield CIGARETTES

—of Turkish and American tobaccos—blended

20 for
20 cts.

THEY SATISFY!

A MYSTERIOUS DUCHESS.

SIR W. ORPEN'S ADVENTURE
IN PARIS.

Sir William Orpen, the eminent
artist, tells a curious story of a
duchess and her £20,000 pearl
necklace in his book just published.
It will be recalled that he went to
France during the war as official
artist, and his book, "An Onlooker
in France, 1917-1919," deals with his
war experiences.

One night I dined at "Ciro's" with
George Adam and some others.
(Writes Sir William Orpen). I was
late when I came in. Before we
went into the dining-room, Adam
told me to take notice of an English
lady who was sitting a couple of
tables away from ours. This I did,
and I remembered having seen her
constantly at the Berkeley Hotel,
London, years before.

She was most peculiarly dressed in
some sort of stuff that looked like
curtains, tall and slim, with a refined,
good-looking face, but a somewhat
strange look in her eyes.

She was with two men. Presently
a lady joined the group from another
table. Dancing began, and she left
with one of the men, danced and
came back again. I could not re-
member her name, so I asked
Philippe, who told me she was an
English duchess, but he could not
remember what she looked over.

After dinner we went out and sat
and watched the dancing, and I
forgot all about her. About 11
o'clock, during a lull between dances,
she appeared before me.

THROWN OUT.
The moment she appeared two
large waiters seized her by the back
of the neck and ran her up the dance
hall and threw her out. A strange
sight, surely! An English duchess
being thrown out of a dance-hall in
Paris.

My feelings were roused at this
peculiar treatment of the English
aristocracy so I went over to Philippe
and asked him what he meant by
this disgraceful behaviour. "The
English lady," he replied, "is an
English lady who left an hour
ago." "But," said I, "I never
saw her behave badly. Why
didn't you ask her to leave?"
"I did," said he, "but she
just patted me on the back and said,
'Don't let that worry you, old
chap.'"

ADVERTISING SCIENCE.

"I have learned that every adver-
tisement to be successful must have
something original in it," said
Viscount Knutsford, who presided at
the annual banquet of the National
Advertising Society at the Hotel
Cecil, Strand, W.C.

Viscount Hambleden, responding
to the toast of the society, said he
did not think it was too much to say
that in the present day advertising
was a real science, and he should say,
even a key industry. After all, the
advertisement had to arrest the
attention, to enlist the interest, and
finally to stimulate the desire to
possess.

Still, my feelings were roused, so I
went out into the hall to try and find
her, as I had noticed she was wearing
about £20,000 worth of pearls round
her neck. Not that I meant to take
these, but I hated the thought of
someone else doing so, and I wished
to see her safely home, but she had
gone—vanished!

"NAUGHTY BOY."
A few days later I was passing the
Hotel Chatham and I saw her coming
towards me, very well dressed, in
white fur this time, and the large
girdle of pearls still round her neck.
She walked straight up to me: "I
want you to do something for me,"
she said. "Don't be frightened—it's
not immoral. I'm not that sort. I
just want you to come along with me
to 'The Hole in the Wall.'"

"Where is it?" I asked. "I don't
know," she said. "That's what I
want you for. I want you to find
'The Hole in the Wall.'"

"I'm sorry, madam," I said. "I
can't do it. I've got an engagement."
She wagged her finger in front of
my nose, and said: "Ah, naughty,
naughty boy!" and went on her
way. I followed at a safe distance.
Every man she met, no matter
what class or nationality, she
stopped, all the way down the
boulevard, and asked them to find
"The Hole in the Wall" for her.

None did, however, even though
she was quite near it all the time,
and the last I saw of her was when
she disappeared down the steps of
Olympia alone. Not quite the place
for an English duchess to go alone,
with twenty thousand pounds' worth
of pearls in full view. I wonder who
she was and where she is now?
Perhaps in "The Hole in the Wall."

"EVERYBODY'S FRIEND."

LIFE OF THE LONDON POLICEMAN.

A film illustrative of the manifold
activities of the Metropolitan Police
was shown at a private view at the
Alhambra Theatre. Should a copy
of the film be preserved in the national
archives the problem of conveying to
a remote posterity an idea of our pre-
sent common life will have been solved
in many respects. "For the duties of
the police officer are so intimately re-
lated to the out-of-doors existence of
the ordinary citizen that a filmed re-
cord of the one necessarily includes
various types of the other. This re-
markable film, which the public will
shortly have an opportunity of study-
ing, is entitled "For the King, the
Law, the People," but an incidental
caption described the policeman more
briefly as "Everybody's Friend."—
everybody without exception, for it
is the claim of the police that they
help even the malefactor by deterring
him from worse evil-doing. One sec-
tion of the picture depicts an exciting
episode at the top of Downing-street,
where the police suffer a few casualties
in a strenuous tussle with a mob.
"Teach children to respect him, not
to fear him," reads a caption, which
introduces the London policeman in
the familiar role of protector of the
very young and the very old. There
was a pretty and realistic touch about
a large and solemn officer's rescue of
a feeble puppy-dog from under the
wheels of a motor-car. There is a
striking representation of the police-
man as doctor—the street accident,
the arrival of the police ambulance,
and the rapid and efficient application
of "first aid." As one might expect
in a record of London life—for the
life of a policeman resolves itself into
this—the Prince of Wales figures
prominently, and under the happiest
auspices. His Royal Highness is
shown in the act of recognising a police
officer, whom he remembered, on
service in France, and the great stir
which was caused in the force, as also
where, when the Prince, returned
from his world-tour is also shown in
detail.

HOPE FOR SEA-SICK.

SCIENTISTS' QUEST.

In the National Physical Laboratory
at Teddington, Middlesex, a small
band of research workers are bending
all their powers to the task of cheat-
ing that terror of the deep—seasick-
ness.

A reporter saw a wave-making
machine at work, and standing on the
concrete beach at the end of the 750ft.
long tank containing the experimenters'
sea, watched the smooth, straight-
waves produced by the electrically
driven wave-maker roll to the opposite
shore and, returning, break at his
feet.

"This," said the maker of the
waves, "is the sort that strikes ter-
ror to the hearts of those who have
delicate stomachs. Even hardy sailors
themselves curse when they see long,
full, and smooth waves coming."
"We can make all kinds of waves;
and can give you a choppy or a bil-
lowsy sea whenever you please! But
we have satisfied ourselves that it is
the smooth and apparently innocent
wave that causes all the trouble and
pain."

Every wave made is carefully mea-
sured and its velocity and volume and
effects on the 16ft. paraffin wax boats
used in the experiments are accurately
recorded by extremely sensitive in-
struments.

"The principal object of our ex-
periments," the reporter was told, "is
to find which sort of ship will most
successfully negotiate sea-sickness
waves."

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or post free on receipt of price from
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98 Beakman Road, Shanghai.

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To aid digestion, prevent
flatulence, that heavy feeling
or to dispel constipation, stimu-
late the liver and cure sick-
headache, biliousness, ill-smell-
ing breath, use Pinkettes, the
dainty little gentle-as-nature
laxatives. Just a tiny dose to-
night. "You'll feel better in
this morning."

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FINE OLD TOM

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Dennison's Xmas Decorations.

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60, Des Voeux Road, CENTRAL.

BIRTH.

MOLLER.—On April 16, 1921, at
Chinwan, to Mr. and Mrs.
W. A. Moller, a daughter.

DEATHS.

DANENBERG.—On April 20, 1921,
at Shanghai, Maria Esperanza,
aged 14 years, the beloved
daughter of Mr. A. C. Danen-
berg of the Russo-Asiatic Bank.
RODRIGUES.—On April 20, 1921,
at Shanghai, Josephine Rod-
rigues, the beloved daughter of
Mr. and Mrs. J. A. Rodrigues,
aged 24 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, APRIL 27, 1921.

HONGKONG FINANCES.

The debate on the new taxes, the accusations regarding the Government's extravagance, the earnest official rebuttal thereof, and the arguments concerning the advisability or otherwise of transferring some of the responsibility to posterity by means of loans, recall the classic story of the three blind men who wrangled and fought about the description of an elephant. "What is this?" said the first blind man, as he felt one of the elephant's legs. He was told that it was an elephant. "I perceive," he said, "that an elephant is very like a tree." The second blind man, feeling the animal's flank, declared that the elephant was more like a boulder. The third, feeling the trunk, was sure that it was more like a snake than a tree or a boulder. Each was sure that he and he alone was right, and maintained the same vociferously.

Now, our local discussion has taken place among blind men just

much as we all see only one side of the complex subject at a time, and that the side turned toward our own near concerns. We are so much slaves to moonshine that we are inclined to deny the very existence of a dark side to the moon. Prejudice and self-interest aggravate our normal blindness toward other points of view. As was said of a sectarian squabble by a wit, "orthodoxy is my doxy, and heterodoxy is your doxy." Keeping this human weakness in mind, let us take another look at the debate.

Some of us will wish to point triumphantly to the attitude of the Hon. Mr. Stephen on one detail that was said to menace local business very seriously. None of us will dare to question his authority, his right to speak, and to be listened to with the respect that we owe to qualified and expert testimony. In effect he said these things, so far as the tax on telegraphic transfers was concerned, were all moonshine. It was a just tax.

The argument that these new taxes were an attack on "Free Trade" was so absurd on the face of it that it scarcely needed answering, but in our opinion the Hon. Attorney-General answered it adequately. Every tax could in that way be labelled as an infringement of the principle of Free Trade. The very rent that a tradesman pays for his premises is, if you admit that line of reasoning, an interference with "Free Trade." It is only import and export duties, especially any pretending to be a Protective Tariff, that the Free Trader resents, and as there have already been some small trespasses on the freedom of our port in that way, trespasses not resented by the Chamber of Commerce so far as we remember, this belated champion-ship of Free Trade rang a bit false.

A great deal of exaggerated fuss was made about the penal clause. It was held monstrous that a defaulter should be treated as a criminal. Well, we all know that

there would be evasions wherever a loophole might be left, and though the business conscience does not regard tax dodging as a crime, it is or should be one. It would be no greater hardship than some that already exist. If I forget to register with the police, under the absurd passport regulations, I may be treated as a criminal. An honest, hard-working Chinese, who has been long abroad, and knows nothing of our trouble with arms smugglers, brings a gun into the Colony and is treated as a criminal. The Census, an expensive device for securing figures expected to be inaccurate, for the sole purpose of letting statisticians have fresh data to play with, could make some of us criminals. No one protested. Where is the difference?

Again recalling our story of the three blind men and the elephant, let us confess that the arguments of His Excellency the Acting Governor about loans have considerably impressed us. It was on the face of it stupid to suppose that the Government had not thought of this method of spreading liability on its own account, and we now have His Excellency's assurance that at one time the policy attracted him. He very fairly takes the gift off the gingerbread with his analysis of how interest and sinking fund would affect future taxation. Moreover, we are inclined to take quite seriously the suggestion of our Saturday contributor that the loan method would tend to encourage the Government to extravagance. That is really the chief reason of the general British policy of discouraging such loans. In only one of his arguments do we see a chance of picking a hole, and that not a very big one. The "usual practice" of giving productive works as security for such loans need not have held us back if other things equal, we had agreed on the necessity for loans, for the revenues of the Colony generally would be good enough security, and a Crown Colony is in a rather different position from that of a mere municipality. What the Home Government can do on a gigantic scale we should be able to do on a small scale. Our expensive water works, for example, suggest themselves as an item the cost of which could fairly have been spread into the future; and trunk roads are another. If by and by, millions are to be spent on the harbour (to which none is likely to object) why should all the cost come out of current revenue, and a long line of beneficiaries enjoy the permanent advantages for nothing? Of course, it is waste of time to argue it at all (save for the academic exercise afforded) if there is as much behind certain words dropped by His Excellency as we suspect there is. He said: "even if we were permitted to do so." Our anomalous position as Crown Colonies, for ever subject to the whim of bureaucrats and the extortions of the Crown Agents, will be our perpetual chagrin until the constitution of the Empire is changed. Summing up, we consider that the general effect of His Excellency's remarks on this head should be to suppress any more talk of loans. One of his reasons for saying that it cannot be done may not hold water, but the other is final. We may as well save our breath to cool our porridge.

Our story of the three blind men and the elephant has given us such a tolerant mood that we would really like to be able to accept his denial of government extravagance also. If we remember that he is handling the trunk, or a leg, or whatever part of the beast you think his exalted position suggests, then we may at once admit that he makes out a good case. We are rather surprised to meet the argument that the Government, retarding necessary public works so that it might contribute to the cost of the war, was not extravagant. At our particular end of the elephant we are compelled to call that extravagance. Now that the war fever and its periphery if somewhat superficially rooted patriotism are over, perhaps we may say that much without being howled down. Maybe it is impossible to run big wars without extravagance, but we all know now that the Home Government was extravagant on the most extravagant scale of extravagance. To claim that the contributing of our drop of extravagance to the bucket of Home extravagance was not extravagance strikes us as a very odd plea indeed. Our contribution meant, necessarily, very little to the Home Government. It may have been slightly useful as propaganda (the spontaneous loyalty of our overseas children) and it may have furthered the ambitions of one or two people after titles or promotion to grand well in the eyes of the big bugs at the Colonial Office; but as a material contribution to the billions poured out of the Home treasury at the time we may safely contend that the Chancellor of the Exchequer never noticed it. It would have been much more useful and noticeable if spent locally. In denouncing it as an argument, we do not blame the Government for sending it. That would not be fair. It probably had what you call "public opinion" with it at the

time, and at the time you know what that public opinion was worth. It was, however, extravagant. Another argument which could be queried is His Excellency's recital of the dwindling opium revenue. Surely this was expected and allowed for long ago? To get into debt, when you know that your income is becoming progressively less, is usually regarded as extravagance. But now we come to the meat of the matter. We all knew, His Excellency included, beyond any chance of doubt, what was in the minds of those who accused the Government of extravagance. That costly motor road up the Peak sticks in all our gizzards. Public opinion, for what it is ever worth here, is solid about that. They can talk claptrap till doomsday, about "necessary public works," about the opening up of housing sites, about linking up various areas of the island (by the way, when is the next dance at Repulse Bay Hotel?) but they will never come within leagues of convincing any of us that a motor road up the Peak is anything other than what it is, an extravagant bit of catering for the convenience of a numerically small class of habitually favoured people. In view of its enormous cost and small benefit to the general public, it would have been almost anywhere a conspicuous extravagance; but to go on with it in face of a revenue known to be dwindling, what else can we call it? At our end of the elephant, remember, we are obliged to insist that it was extravagance. His Excellency at his end argues that it was not; what part of the elephant does he touch? We suspect that it is merely out of kindness of heart and esprit de corps that he thus argues, being, as it were, friend to the blind men that felt the tail, and held it an elephantine trifle. Let us, having arrived thus far, not be too eager to proclaim how we find our part of the elephant. If, for the reasons given, His Excellency does not consider the houses built for civil servants extravagant, if he thinks the way they were built, and the cost of them, not extravagant, very well, he regards them as not extravagant; and our opinion is of no importance. But up to a short time ago, we had learned to regard every P.W.D. job as extravagant. It is true that anything worth doing is worth doing well, but we think the man who would build a pill-box to last for eternity an extravagant builder. It might, in view of its cost, really and truly be "worth a guinea a box," but we can get quite useful effects for one and three ha'pence.

An end must be made somewhere. Let us note in conclusion the hint that the next budget may balance and even leave us a surplus, at the expense of selling Crown Lands, which, we are told, is really drawing on our capital. The elephant again. We regard these sales of Crown Land, on the terms now usually imposed, as an investment of idle capital; and we would like to see more of it. The Crown Rent is interest. The development of the land appreciates our capital. It is impossible to travel about this Colony and fail to notice the immense room for such appreciation.

VALE, MR. D. K. BLAIR.

GOING ON LEAVE TO-MORROW.

Mr. D. K. Blair, the *dens ex machina* of the Chamber of Commerce, or, as they say with some justice in journalism, "the energetic and hardworking and capable acting secretary," goes on leave to-morrow. As the hymnologist might sing: Change and D. K. in all around we see, At Lowe and Bingham's, and eke of C. of C. So D. K. gets the change, as it is, but fair, His work we trumpet, Hongkong needs the blow.

Seriously (if that doesn't seem serious enough) Mr. Blair has worked very long and very hard and very usefully, in many ways, and we all wish him a good holiday and a safe return to the pinnacle of popularity and the Peak of success.

It is understood that Mr. Blair's medical advisers consider this rest advisable. He leaves on the "Empress of Russia."

PALACE ART THEFT.

ARTIST SELLS ROYAL PORTRAIT FOR 2s.

An artist, Anton Beirl, walked into a room in the Swiss wing of the Holburg galleries in Vienna, cut a large picture of Ferdinand III. from its frame, walked out with it under his arm, and sold it 20 minutes later to a dealer for the equivalent of 2s. He has been arrested.

Another theft was that of a large bronze relief placed in 1902 on the rock in the beautiful Hellenistic garden. Baden, which was once Beethoven's favourite seat. The thieves used dynamite to dislodge the relief at night. It was sold to a dealer in metals for £3.

SPECIAL CABLES.

HONGKONG BANK.

NEW TIENSIN BUILDINGS.

[China Mail Special.]

SHANGHAI, April 26.
Sir Bailey Alston, British Minister at Peking, leaves for Tientsin on Thursday on Board the "Cutty Sark" to lay the foundation stone of the new Hongkong Bank building. Sir R. E. Stubbs, Governor of Hongkong, will also attend the ceremony.

WELSHWATER'S COMMISSIONER.

SIR JAMES LOCKHART RETIRES.

[China Mail Special.]

SHANGHAI, April 25.
Sir James Stewart Lockhart, Commissioner of Welshwater is retiring after 19 years' administration. He is sailing for England on April 28 by the steamer "Pythius."

RICE CLUB CHAIRMAN ILL.

[China Mail Special.]

SHANGHAI, April 26.
Mr. Jackson, chairman of the Rice Club, is in hospital with appendicitis.

LABOUR DAY PRECAUTION.

[China Mail Special.]

SHANGHAI, April 25.
Precautions have been adopted in case of possible demonstrations on May 1, Labour Day.

LOCAL AND GENERAL.

The s.s. "Bowes Castle," from New York via Ports to Hongkong arrived at Kobe on April 24, and was due to sail for Hongkong on April 26.

Admitted to bail of \$5 yesterday, L. Hartman failed to appear before Magistrate Lindsell this morning to answer a charge of having been drunk and incapable. The money was estreated.

For the unlawful possession of three tael of prepared non-Government opium, a Chinese fireman employed on a Wuchow steamer was this morning fined \$300 by Magistrate Orme. The drug was confiscated.

As the result of attempting to alight from a moving tram car in Connaught Road yesterday, a Chinese fell and received a cut on the back of his head that necessitated his removal to the Government Civil Hospital. The injury is not serious.

Having admitted the larceny of 8 lbs of sugar from the China Sugar Refinery East Point factory, a machine-hand who had borne a good character during the two years he had been employed at the refinery was this morning sentenced by Magistrate Orme to two months' imprisonment with hard labour.

A sad accident occurred on board the s.s. "City of Manila" in Kildesport Docks on the night of April 9. Mr. J. Masie, one of the ship's engineers, was attending to the electric lights above one of the holds when he slipped and fell into the hold, falling a distance of nearly fifty feet. He was removed to hospital but expired before arriving.

When charged before Magistrate Orme this morning with the murder of a fellow villager in Ngautau, an elderly Chinese pleaded "not guilty." A second man charged with having aided and abetted the first accused to dispose of the dead body, said that he had been paid to do it. He did not know that the deceased had been murdered. On the application of the police, the Magistrate remanded the accused in custody for a week.

The hearing of the charge of misconduct preferred against two Chinese constables was concluded by Magistrate Lindsell yesterday afternoon when the defendants were fined \$50 each. It was originally alleged that they had conducted an unauthorised gambling raid in a coolie house and stolen \$90 (\$45 from the gambling table and \$45 from the principal tenant's bed). Owing to insufficient evidence, the charge was amended to one of misconduct, accusing the defendants of having been in a coolie house in which gambling was going on, and taking part in a disturbance in the house.

Among the passengers who will leave for England to-morrow by the "Empress of Russia" is Mr. F. B. L. Bowley, who has retired from the legal firm of Denys and Bowley with whom he has been associated since his arrival in the Colony some twenty-eight years ago. Mr. Bowley was recognised among his colleagues of the Hongkong bar as being a particularly able lawyer acted for many years in the capacity of Crown Solicitor. During his residence here he has taken an active interest in the affairs of the Colony and there are many quarters where his useful services will be greatly missed.

OUR GOVERNOR'S ERRAND.

AND SIR ROBERT HO TUNG'S.

The departure from the Colony of the Governor and Sir Robert Ho Tung occurred so closely together that the *China Mail* indulged in a little "intelligent anticipation." We suggested that the voyage north of both men at the same time was not a coincidence, but that there was business afoot. The news since received that they both lunched with the President of China on the same day has lent colour to our suggestion. The indications are declaring that His Excellency has gone up to talk about railway matters, but it will afterwards appear, we think, that he had other fish to fry. We are bound to hear about it by and by.

HONGKONG ART CLUB.

[Contributed.]

It has been the custom in former years for members of the Art Club to choose their own medium for the particular picture they were painting for exhibition. This year, however, new regulations have been made, and the set subject for competition must now be done in the given medium.

At the monthly exhibition held at Mrs. C. B. Brown's house, on Monday night, this subject was "An illustrated quotation in Black and White" and, as a result a number of beautiful pictures were on view, inspired by the immortal words of such poets as Edgar Poe, Trevor Blake, more and Tennyson. The prize went to Mr. C. H. Cole for a picture "featuring," as the Americans would say, the principal in Tennyson's "The Mermaid."

"Who would be a mermaid fair Singing alone I would be a mermaid fair I would comb my hair till my ringlets would fall Low down, low down Till that great sea snake under the sea From his coiled sleeps in the central deeps Would slowly trail With his large calm eyes for the love of me."

The mermaid sees in the glass not her own face but the Dragon Ship of a Viking King, and an amusing element was introduced into the side margin of the design which included such articles as a pin, a comb a powder-puff and a ring.

Other notable pictures in this section were Mrs. Britton's "First of May" (old rhyme)—The fair maid who the First of May Goes to the Field at Break of Day And washes in dew from the Hawthorn Tree Will never after handsome be."

This little pen-and-ink picture of a hawthorn tree with a girl standing by made one feel that "Spring is here." One could scent the fragrance of the May, and feel the lure of the Old Country.

Miss Bloukova illustrated Edgar Poe's "Annabel Lee" and Mr. Trambitzky's Poe's "The Coliseum" is a beautiful picture.

"We are not impotent, we pallid stones, Not all our power is gone, not all our fame, Not all the magic of our high renown, Not all the wonder that encircles us, Not all the mysteries that in us lie, Not all the memories that hang upon And clung around about us as a garment Clothing us in a robe of more than glory."

It is hardly necessary to say that Mrs. Humphreys had a dainty little picture. It is named "Columbine" and the verses attached were by Trevor Blakemore:—"Columbine, I've seen you dancing in the night, In and out the leaves and moonlight and dark and light. Now you can't escape me. Why do you run on? Columbine, I want you Columbine—She's gone."

Miss Kirkpatrick contributed an amusing cartoon entitled "The Bank Crash," the quotation being from Omar Khayyam:—"I came like the water and like the wind I go."

Owing to the general excellence of the Black-and-White work the coloured drawings took for once a secondary place. There were, nevertheless, a good number of exhibits. Amongst them were several sketches by Miss Bowen, whose fountain in the Botanical Gardens, and a fir tree with splashes of pink flowers on a grassy slope were good, the former being soft and harmonious, the latter bold and decisive. There was an interesting sketch of the Chion Nin Temple Gate at Kyoto by Mrs. Mar. Hal Wood, a vase of flowers by Mrs. Toko, and a nice little sketch with flowers in the foreground by Mrs. C. B. Brown. The best picture in oil was that sent in by Mr. Bloukova, a glorious sunset, with Lantau peak standing out against a background of gold and in the gloom below tunks making for harbour on a glittering sea reflecting the glory above. The members showed their good judgment in awarding it the prize for the open subject.

This exhibition has illustrated the great versatility of local artists.

HAINAN NEWS.

(Special to the China Mail.)

KIUNGCHOW, April 21.

The usual semi-annual event is about to happen again. The military Governor is about to leave with all his troops and speculation is rife as to his successor. The present official, General Teng Yun Eng, has about four thousand troops, all of them from Kwangtung—from the neighbourhood of Kihm Chow. He is said to be going to Canton and then on to a post near Kong Moon. For some time a rumour has been afloat that the next military official would be Gen. Wang from Canton and the civil official Mr. Ma. For Mr. Ma was willing to serve under Gen. Wang, but of late the rumour has changed to the effect that the notorious Li Lok Lung is to be given military power in Hainan. For several years the robber troops of this Lieutenant of Lung Chi Kiang, have been living by raiding alternately inland cities of Hainan and the cities of Lai Chow peninsula. Last autumn several hundred of these cut-throats came to Hoihow and volunteered to help General Soa Peng Hsing, the People's Army of Hainan. These finally became so lawless that Gen. Soa ordered them wiped out. It took three days fighting in Hoihow streets to do so. Now it is expected that this leader with fifteen hundred troops will be given the military power in Hainan. The merchants of Hoihow are making vigorous protest but it is not known with what result.

The military governor has ordered several benefit plays for the relief of war-sufferers in Tam Chow and Tin Ang districts. The Ssang Ho Hoang Keng players just from Pak Hoi (all women players) gave three afternoon and night performances last week. Students from the King Zai and American Mission High Schools acted as ticket sellers and ushers. Several thousand dollars was netted for relief work. On two evenings of this week students of the Mission High School gave an amateur performance for the benefit of aforesaid sufferers. Their work was entirely voluntary. They played to fairly good-sized houses and netted \$800 for the relief fund. The troops in present occupation of Hainan show unmistakable signs of getting ready to move on. For instance, some former People's Army, or revolutionary troops, about 900 in number, under a leader Li Zi Lang, who had joined Gen. Teng some time ago, were deprived of arms. It is not surprising that the general should not desire these three hundred of unskilled and raw Hainanese to accompany him on his future campaigns, and that he should desire their arms. So one morning early he ordered them all out to drill, without arms. The obedient young men did as ordered. Meanwhile the company with arms marched out to drill on the same parade grounds. And when the local troops returned to barracks, they found all arms gone—naturally. But what was worse, they found neither money, food or clothing left them. Go home they must, of course, but how could they go far without extra clothes or money? What recourse is left but for them to turn highwaymen, even to fulfil the pacific intention of going home?

Another sign: One night the troops robbed the beggars at Five Mile Rest House, between Hoihow and Kiungchow. No doubt these had done well at their profession. The soldiers evidently thought public opinion would not be at all aroused at attacks on this class of people. Some of the beggars were very roughly handled.

The Rev. W. V. Stinson, Miss K. L. Schaeffer, and Miss A. H. Skinner, American missionaries, accompanied by evangelists and others, have just completed a six-week's tour of the south part of Hainan. The purpose was inspection of the church in Ngai-Tai district, and evangelism. It took over ten days by the sea-coast route to reach the group of believers and eleven straight days of travel through the mountains of the interior to reach Teng Ang on the return. Many types of aborigines were met, and various fortunes were experienced in crossing the numerous streams, but also everywhere they were courteously treated and but once threatened by robbers.

The latest foreign arrivals in Hainan are the following customs men: Messrs. Kennedy, Cammelle have come down from Canton, and Mr. Green is transferred from Ning Po. These men are taking the places of Messrs. Gabb, (transferred to Ning Po), Carrine, (transferred to Amoy) and Atkins, (transferred to Foochow).

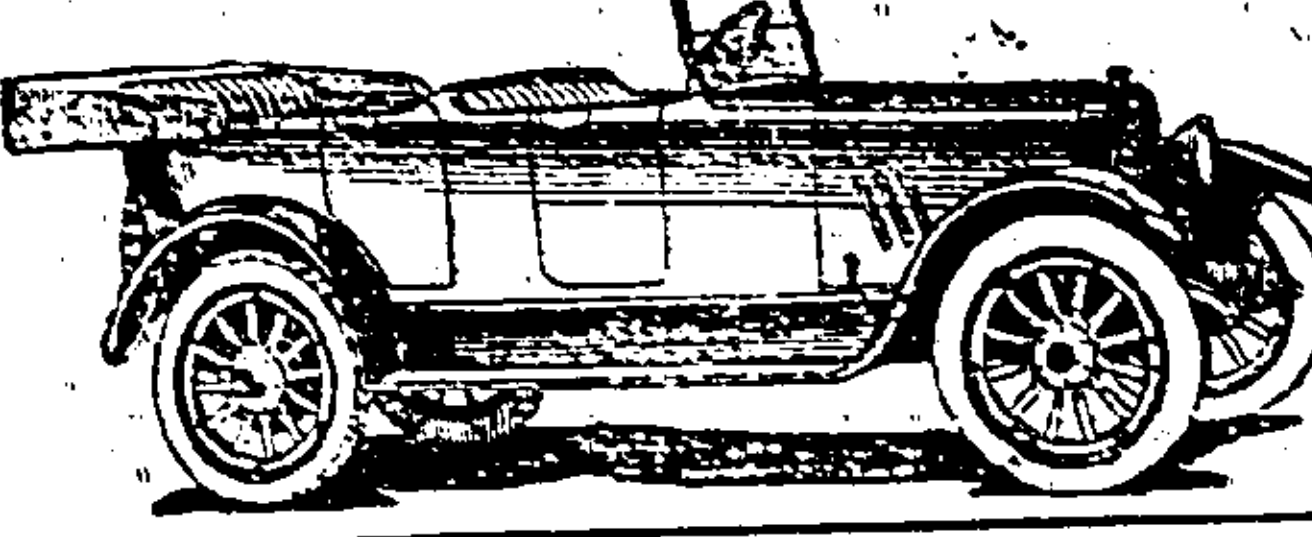
OPIUM DEN CRIME.

RICH CHINESEMAN'S FINGERS HACKED OFF.

Chen Yau, a Chinaman, wealthy owner of several laundries in Hainan, has been found robbed and murdered in an opium den in the Chinese quarter of the port.

Three fingers of his right hand had been hacked off and were found a few yards away. His widow says that he was robbed of rings valued at 12,000 marks (nominally \$600).

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

STRIKE DEADLOCK.

RAILWAYMEN'S GRAVE DECISION.

"ATTEMPT TO STARVE THE NATION."

LONDON, April 26.

The gravity of the decision of the National Union of Railwaymen not to handle coal in colliery sidings or from overseas during the miners' dispute was emphasised by Sir Eric Geddes in the House of Commons this afternoon when he pointed out that this coal was absolutely necessary to the life of the community. Preventing the delivery of coal could only be interpreted as an attempt to starve the nation. He declared that the Government during this and previous disputes had favoured a class—(Labour cries of "oh!" and loud ministerial counter-cheers)—and had secured the necessities of life to the whole community. (Cheers.) He had invited the Secretary of the Railwaymen's Union to meet him this afternoon he trusted with good result, but no Government could allow the nation to be so coerced. (Loud cheers.)

FURTHER NEGOTIATIONS.

LONDON, April 26.

After two hours' discussion the joint conference of the Government, mine owners and miners adjourned and will resume after Sir Robert Horne has separately conferred with the contending parties to-morrow morning in order to discuss to what extent a possible reduction in wages can be met by government assistance.

JAPANESE CROWN PRINCE.

ENTHUSIASTIC SEND OFF AT MALTA.

MALTA, April 26.

The Crown Prince is receiving an enthusiastic send off amid naval and military salutes. The barracks and bastions were crowded as on his arrival.

GIBRALTAR, April 26.

The "Pittsburg" flying the flag of the American Vice-Admiral Niblack is expected here to-morrow. She will salute the Crown Prince when he arrives.

LONDON, April 26.

The Government will entertain the Crown Prince at Lancaster House on May 12. The Prime Minister will preside.

AUSTRALIA'S AIM.

TO LIVE IN PEACE WITH ASIATIC PEOPLES.

MELBOURNE, April 27.

Mr. Hughes, in a speech at a farewell banquet prior to his departure for England, presided over by the American Consul-General, said that he did not believe Americans seriously contemplated war with Japan or vice versa. He was anyway certain that the British Empire was determined there should be no war with either country. He affirmed the resolve of Australia to be reserved for white races, but declared that Australians did not wish to give pretext for offence to other nations. They wished to live in peace and friendship with the Asiatic peoples.

A DISPUTED RECEIPT.

TRIAL OF SHAM LAI SANG.

PRISONER GIVES EVIDENCE.

Evidence for the defence was heard at the Criminal Sessions to-day before the Acting Chief Justice (Mr. H. H. J. Gompertz) and a jury in connection with the trial of Sham Lai Sang, managing partner of the Kowloon Stores, on a charge of forgery and false pretences.

The Crown case was conducted by Mr. Dyer Ball and the prisoner was represented by Mr. F. C. Jenkin. Against the accused it is alleged by the prosecution that he forged a document purporting to be a receipt from Mr. Jan Hendrik van Gennep, managing director of the Holland-Pacific Trading Company, for the sum of \$5,000. Evidence has been given that Sham Lai Sang was in possession of a number of blank contract forms signed by Mr. Luhrs and it is suggested that he cut out that portion of one of these documents which contained the signature for the purpose of converting it into a forged receipt.

This morning, after he had addressed the jury at considerable length, Mr. Jenkin put Sham Lai Sang into the witness box. The accused, in the course of his evidence, said he first met Mr. Luhrs in July of last year. An arrangement was made between them that the Holland-Pacific Trading Company, should supply wines and spirits to defendant's firm of consignment and later, Mr. Luhrs having requested him to extend the business, witness went to Macao, where he obtained several orders. Mr. Luhrs then intimated that he had 150 cases of brandy coming forward and that if witness was prepared to deposit a sum of \$5,000 as security he

(Luhrs) would appoint him as sales-man for the brandy. The arrangement was a personal one between witness and the Company and had nothing whatever to do with the Kowloon Stores. On September 21 witness paid the sum of \$5,000 to Luhrs in the latter's office. Luhrs locked up the money in an iron cash box and gave witness the receipt produced. The accused denied that he had ever been given contract forms by Luhrs. At Macao witness put through sales totalling \$2,158.12 and paid over a sum of about \$1,800 to Luhrs as portion of the proceeds. Receiving no commission from Luhrs in respect of the transactions he placed the matter in the hands of his solicitors. Cross-examined by Mr. Dyer Ball, accused said that when he paid the \$5,000 to Luhrs the latter tore a piece of paper out of something in a drawer and himself typed out the receipt.

News has been received of the sudden death of Mr. William Hair, late chief engineer of the "Poh Ann," Singapore. Deceased, who retired to his native town of Greenock, Scotland, about six years ago after a long residence in the East, was of a very quiet and retiring disposition and was highly respected by the sea-going and shipping community. He married three years ago. Deceased was for over 20 years chief engineer of the local Association of Engineers received their training under his tuition.

SERVES THE WHOLE FAMILY.

THE name of Chamberlain's Cough Remedy is world wide. It is good for the deep-seated cough of the adult and the croup and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

SANITARY BOARD.

THE MOSQUITO PEST.

SANITATION DIFFICULTIES.

The question of the mosquito pest was again the subject of discussion at the fortnightly meeting of the Hongkong Sanitary Board which was held in the Board Room, Post Office Building, yesterday afternoon.

Mr. G. R. Sayer presided, and there were present the Hon. Mr. T. M. Perkins (D.F.W.), Dr. W. W. Pearce (M.O.H.), Dr. W. V. M. Koch, Mr. C. G. Alabaster, Mr. Chow Shou-son, Mr. S. W. Tso, and Mr. C. M. W. Reynolds (Secretary). A letter was read from the Government, relative to the campaign against mosquitoes, advocated at the last meeting of the Board. The letter stated that, pending the report of the special survey instituted by the Sanitary Department, the Government saw no ground for authorising exceptional expenditure, but that, on receipt of that report, such steps would be taken as the Government deemed necessary.

Dr. Koch: May I ask what it is likely that this report will be ready, and will it be laid before the Board, or go straight to the Government? At the invitation of the Chairman, Dr. Pearce gave details of the inspections issued to the special officers making the survey. They were to locate untrapped nullahs, with a view to dealing with them; to locate pools caused by the draining over the hillsides of surface water; to note the presence of underground likely to harbour mosquitoes (inhabiting bamboo clumps and fences); the presence of collections of water inside and outside private premises, especially sumps for collecting water for garden watering. Dr. Pearce said that several potential mosquito breeding-places had been discovered and some had been dealt with, as reports had been sent to the Department, from time to time, without waiting for the completion of the survey.

The Chairman: I understand that you have not so far discovered any considerable number of anophelines mosquitoes?

Dr. Pearce: No. In reply to Dr. Koch, Dr. Pearce added that a more extensive survey was being made than in previous years and it would therefore take somewhat longer, but he expected that the report would be ready within a month.

With reference to an application by the Craigengower Cricket Club for permission to erect modern sanitary conveniences at the Club pavilion, the Chairman said, in reply to the Hon. Mr. Perkins, that it had been made clear to the officials of the Club that after a few years it would be necessary to find a fresh supply of water for the convenience, as the existing nullah would be diverted as a result of the East Praya Reclamation scheme.

The application was granted. Mr. Caer Clark applied for permission to construct 45 w.c.s. at flats to be erected at 716-721, Coronation Road, Kowloon.

The Director of Public Works opposed it on the ground that the outfall would be a nuisance in the Harbour Refuge.

Mr. Alabaster remarked that the presence of the sampans in the Harbour Refuge had the same effect.

Mr. Perkins retorted that two wrongs did not make a right. No doubt a water carriage system, quite clear of the Harbour Refuge, would have to be constructed some day, but he did not think it desirable to create a nuisance in the meantime.

On the motion of the Chairman, seconded by the Hon. Mr. Perkins, the application was refused.

This concluded the business.

EMBEZZLEMENT CHARGES.

A PARTNER ARRESTED.

Before Magistrate Lindsell this morning, Lam Long, a partner of the Hongkong Tailoring Co., of No. 10, D'Aguilar Street, was charged with having on January 24, embezzled the sum of \$72.35.

The accused denied the charge. Mr. F. G. Vaux, who prosecuted, said that he had a further charge of embezzlement of the sum of \$31.60, which the accused had collected from the Sang Kenn Co., and failed to pay to the credit of his firm, to prefer against him.

To this charge the accused also pleaded "not guilty." Outlining the case, Counsel said that the accused and a man named Ching Fook were joint managers of the Hongkong Tailoring Co., and as such, were empowered to collect in behalf of the firm the rents of several houses of which the company were agents. The accused had collected the rents of several shops and made out receipts, but had failed to pay a sum of \$185, the total of the amounts which formed the subject of the two charges against him, to the credit of his firm. Counsel said that as he had only just been instructed for the prosecution, he was not prepared to proceed with the case, and asked for a remand.

The Magistrate remanded the case until next Wednesday, fixing bail in the sum of \$300.

BIG CITY BLAZE.

FOUR FLOORS GUTTED.

EARLY MORNING OUTBREAK.

About 2.55 this morning a fire broke out on the ground floor of No. 293, Queen's Road Central, occupied by the Hong Chan firm of dealers in Chinese tobacco and foreign goods. On arrival, the Fire Brigade found the flames had already taken a hold of the first floor of the house, and helped by a strong wind, were rapidly spreading to the other two floors. Attention was at once turned to the two upper floors, but it was soon apparent that attempts to save them were futile, and all efforts were directed to preventing the flames from spreading to the neighbouring houses. In this the Brigade was successful, after a long and strenuous fight.

All the four floors of No. 293 were completely gutted. The first floor of the house was occupied by the Lai Cheung foreign goods firm and the two upper floors were used as a boarding house. Fortunately the outbreak was discovered early, and all the inmates of the floors were able to make their escape. Damage to the stock of the Hong Chan firm is estimated at \$6,000. The goods were covered by insurance for \$9,000, \$4,000 with the South British Insurance Co. and \$5,000 with the Chung On Insurance Co. The extent of damage done to the other three floors has not yet been ascertained, nor is it known if they were covered by insurance. The cause of the outbreak is attributed to the overheating of a stove used on the ground floor for drying tobacco leaves.

THEATRE ROYAL.

H. B. WARING COMPANY.

"ROMEO AND JULIET."

The presentation of "Romeo and Juliet" in the Theatre Royal last night by the H. B. Waring Company was an artistic triumph. The brilliant acting, the beautiful scenery, and the delightful music all combined to make a splendid interpretation of Shakespeare's supreme love tragedy that will not soon be forgotten by local theatregoers.

The part of Romeo was played by Mr. H. B. Waring himself with a skill and ease that bespoke the accomplished actor. Mr. Waring portrayed the alternate ardor and grief of the luckless lover with a convincing ability that proclaimed him a romantic actor of unusual merit. Miss Jeannette Sherwin's Juliet was a splendid character study, the actress rising to great heights of histrionic ability in the exquisite scenes with her lover and the tragic incidents that follow the secret marriage. Mr. Charles Quartermaine played the part of Mercutio with his customary ability, giving admirable expression to the transcendental wit of that delightful personality. Mr. James Jolley played the fiery Tybalt with the necessary dash and spirit, and Mr. Frederick Anceley the kindly Friar Laurence with impressive dignity.

Miss Edith Smith was excellent as the nurse and the other players all acquitted themselves in their respective roles with an ability that contributed not a little to the outstanding success of the play. The audience was not slow to appreciate the merit of the performance. The fall of the curtain at the end of each scene brought forth a roar of applause and the leading members of the Company had to make more than one appearance in consequence. At the conclusion of a very fine performance the Company was given quite an ovation.

A word of praise is due to the management for the beautiful scenery. Without distracting the attention from the beauties of the play itself it nevertheless made an admirable setting for the witchery and imagery for which the play is famous. The music played by the Wiltshire Orchestra Band also added greatly to the enjoyment of the evening.

Mr. H. B. Waring has been reluctantly compelled to cancel the proposed matinee of "Romeo and Juliet," announced for this afternoon, owing to the lack of booking. The farewell performance to-night will be that delightful farce "Ann" by Lechmere Worrell. This has had a remarkable success everywhere and is by no means unknown out East. In it Miss Jeannette Sherwin will have excellent opportunity for displaying her ability as an actress in the same part. A crowded house is confidently anticipated.

KINEMA NOTES.

HONGKONG THEATRE.

The new programme at the Hongkong Theatre to-night provides a splendid drama in six parts in which Mac Murray takes the leading role. A two part comedy "Good Little Brownie" will also be screened, and at 7.15 p.m. "The Ruler of the Road" with Frank Keenan as protagonist will be repeated by request.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE HONGKONG TAILORING COMPANY.

I, the Undersigned, L. LAM, hereby notify that I am, until the 31st of May, the HONGKONG TAILORING COMPANY of No. 10 D'Aguilar Street, Hongkong, Tailors, and have full power to receive moneys and give receipts on behalf of the said firm and to enter into contracts and pledge the credit of the said firm in the ordinary course of business.

Dated the 26th day of April, 1921.

L. LAM.

NOTICE.

ADVERTISER wishes to get into communication with firms in China in order to import into England, every description of Chinese fancy and hardware goods. Replies to H. GLENN & CO., 6 Rockingham St. Wade Lane, Leeds, ENGLAND.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM EUROPE AND STRAITS.

THE Company's Steamship, "ATSUTA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 4th May, 1921, will be subject to rent. Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents. Hongkong, April 27, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, May 23, 1921, commencing at 10.30 a.m.

at the Premises of the China Mining & Smelting Co. Ltd. LOWU.

The Plant of the above mentioned Company.

Comprising all the Machinery, Tools, Spares, etc.

(To be put up in one lot. Should the property be not disposed of in this manner, the plant will be sold piecemeal.)

Terms: Cash on delivery.

N.B. Intending purchasers can travel by the train leaving Kowloon, at 9.15 a.m. and can return by the train leaving Sun Chuen at 11.40 a.m.

Inspection orders may be had on application to the undersigned.

LAMBERT BROS., Auctioneers.

Hongkong, April 27, 1921.

STREAMERS FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON.

Offers are invited for the purchase of the following Ex-Esneary Steamers:—

Name of Steamer	Gross Tonnage	Net Tonnage	Boilt
RANEE	790	317	1906
ANGHIN	1613	1001	1903
CHOWYEA	1648	1065	1888
WONGHUI	1777	1115	1898
MANILA	1790	1108	1904

Terms of sale and full particulars may be ascertained on application to, and permits for inspection will be issued by Messrs. Boustead & Co., Singapore; Messrs. Bullock Bros. & Co., Ltd. Hongkong; Messrs. Mackinnon Mackenzie & Co., Hongkong; and the undersigned.

Sealed tenders should be lodged with Mackinnon Mackenzie & Co., Calcutta. The tenders which must be in Sterling, will be opened at Calcutta, on FRIDAY, the 17th June 1921, and must be valid for 14 days after that date.

MACKINNON MACKENZIE & CO., 16 Strand Road, CALCUTTA.

-Hongkong, April 25, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

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TICKETS SUPPLIED TO ALL PARTS of the WORLD at Tariff Rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

COOK'S "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

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SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

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Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
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SAILINGS.

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. S. Coor & Son, Booking Agents, Hongkong.

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Via Suez or Panama Canal at Owner's Option.

S.S. "BOWEN CASTLE"Sailing on or about 12th May.

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S.S. "PERSIA"Sailing on or about 14th May.

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

RUMPE having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

FOR SHANGHAI.

S.S. "NIPPON"Sailing on or about 10th May.

Passengers' Luggage can be insured at the office of the Agents.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDIA-CHINA STEAM NAVIGATION CO., LTD. AND APCAL LINES.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG—Monthly direct

ATLAS MARUSaturday, 14th May.

BUENOS AIRES—Bordeaux, Santos, Montevideo, Durban & Cape Town via

CHICAGO MARUSunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

GANGES MARUSaturday, 30th April.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly

SHISEI MARUSunday, 1st May.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & AUCKLAND—Monthly service taking cargo to New Zealand and

Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Dairen—Regular fortnightly passenger service touching at intermediate ports in

Japan taking cargo to OVERLAND POINTS—U.S. in connection with Chicago

Mail and St. Paul Railway.

AFRICA MARUThursday, 26th May.

NEW YORK via SUEZTuesday, 31st May.

SUMATRA MARUTuesday, 3rd May.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class passengers and will arrive at and depart from

the O.S.K. wharf near the Harbour Office.

KAIYO MARUSunday, 1st May.

via SWATOW and AMOY.

TAKAO via SWATOW and AMOY.

SOSHI MARUThursday, 5th May.

For sailing dates and further particulars please apply to—

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THE STUDEBAKER CAR.

We have just received a consignment of these Cars, conveying:-

BIG SIX TOURING (7 Passenger)
SPECIAL SIX TOURING (5 Passenger)
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FIRST CLASS LIVERY SERVICE.

THE QUEST OF MOHAMMED'S SACRED SLIPPER SERIES.

VI-A DISC OF LIGHT.

BY SAKE ROHMER.

(Continued from yesterday.)

(COPYRIGHT, 1917.)

All the cunning of the Hashishin, the scheming of the sombrero man, and the alertness of Scotland Yard meet in the old Fleece street, where the thousand pass with no thought of the grim tragedy being enacted in their midst.

Again I doubted the wisdom of Bristol's plan. Had I not fled to the Astoria to escape from the dangerous solitude of my rooms? That he was laying some trap for the Hashishin was sufficiently evident and while I could not justly suspect him of making a pawn of me I was quite unable to find any other explanation of this latest move.

I was torn between conflicting doubts. I glanced at my watch. Yes! There was just time for me to revisit the bank before joining Bristol at my chambers. I hesitated. After all, in what possible way could it jeopardize his plans for me merely to pretend to bring the keys?

"Hang it all!" I said, and jumped to my feet. "Those maddening conjectures will turn my brain! I'll let matters stand as they are, and risk the consequences!"

I hesitated no longer, but passed out from the hotel and once more turned my steps in the direction of Fleet Street.

As I passed under the arch through which streamed many busy workers, I told myself that to dread entering my own chambers at high noon was utterly childish. Yet I did dread doing so! And as I mounted the stair and came to the landing, which was always more or less dark, I paused for quite a long time before putting the key in the lock.

As I closed the door behind me, something, probably a slight noise, but possibly something more subtle and insidious—made me turn rapidly.

There facing me stood Hassan of Aleppo!

That moment was pungent with drama. In the intense hush of the next five seconds I could fancy that the world had slipped away from me and that I was become an unsubstantial thing of dreams. Hassan of Aleppo appalled me; and now, with my back to the door, I stood watching him, and watching the curious black tube which he held in his hand. It was a weapon unknown to Europe and therefore more feared than the most up-to-date of death-dealing instruments.

Hassan of Aleppo pointed it toward me.

"The keys, effendi," he said—

"hand me the keys!"

He advanced a step; his manner was imperious. The black tube was

less than a foot removed from my face. That I had my revolver in my pocket could avail me nothing, for in my pocket it must remain, since I dared to make no move to reach it under cover of that unfamiliar, terrible weapon.

The black eyes of Hassan glared insanely into mine.

"You will have placed them in your pocket-case," he said. "Take it out; hand it to me!"

I obeyed; for what else could I do.

Taking the case from my pocket, I placed it in his lean brown hand.

An expression of wild exultation crossed his features; the eagle eyes seemed to be burning into my brain. A puff of hot vapour struck me in the face—something was expelled from the mysterious black tube. And with memories crowding to my mind of similar experiences at the hands of the Hashishin, I fell back, clutching at my throat, fighting for my life against the deadly, vaporous thing that, like a palpable cloud, surrounded me. Then a curtain of darkness descended. I experienced a violent blow upon the forehead (I suppose I had pitched forward) and for the time resigned my part in the drama of the sacred slipper.

At about 5 o'clock that afternoon, Inspector Bristol, who had spent several hours in Soho upon the scene of the murder of the Greek, was walking along Fleet Street, bound for the offices of the Report. As he passed the corner of the corner of which stands a branch of the London County and Provincial bank his eye was attracted to a curious phenomenon.

There are reflectors above the bank windows which face the court; and it appeared to Bristol that there was a hole in one of these, the furthestmost from the corner. A tiny beam of light shone from the bank window on the reflector, or from the reflector on the window; which circumstance in itself was not curious. But above the reflector, at an acute angle, this mysterious beam was seemingly projected upward. Walking a little way up the court he saw that it shone through, and cast a disc of light upon the ceiling of an office on the first floor of Bank Chambers, above.

It is every detective's business to be observant; and although many thousands of passers-by must have cast their eyes in the same direction that day, there is small matter for wonder in the fact that Bristol alone took the trouble to inquire into the mystery—for his trained eye told him that there was a mystery here.

He walked down the court and into the entrance of Bank Chambers. An inspection of the board upon the wall showed him that the first floor apparently was occupied by three firms, two of them legal, for this is the neighbourhood of the law courts; and the third a press agency. He stepped past that belonging to the press agent he proceeded, to a fourth suite of offices. Here, pinned upon the door-frame, appeared a card which bore the legend:

(To be continued.)

ROMANCES OF CRIME.

AMAZING DRAMAS OF THIS COURT.

A MURDER OF MYSTERY.

An Ex-Official of Scotland Yard writes in *Reynold's Newspaper*:-

Nearly forty years ago all Europe was excitedly discussing a murder, which in its mystery, its romance, and baffling complexity, outstripped the most imaginative flights of fiction, and which has had no rival in the annals of crime. Who was Henry Vaughan, the mysterious shipowner, who on his own confession had been an eye-witness of the victim's death; and what had become of him? Such were the questions that passed from lip to lip in every country of Europe, and to which no answer was forthcoming until, when even the most sanguine had begun to despair of a solution, Henry Vaughan was at last run to earth with a detective skill and a dogged tenacity which won the admiration of the world.

The curtain-rose on this amazing crime-drama with the announcement in an Antwerp newspaper on January 14, 1882, of the disappearance of Monsieur Guillaume Bernays, one of the City's best-known lawyers. M. Bernays, so the report ran, had left Antwerp by the 9.30 a.m. express train for Brussels. He had been seen to enter the train at Antwerp, and to leave it at Schaerbeek, and from that moment he had vanished as completely as if the earth had swallowed him. Several days had passed, and he had neither returned home nor been seen at Brussels; and his relatives and friends were utterly at a loss to imagine what had become of him.

"M. Bernays," the report in the Antwerp "Precurseur" concluded, "a Jew by birth, became a convert to Catholicism, and has lately exhibited a certain leaning towards the religious life. It is conjectured that he may possibly have joined some monastic order under an assumed name."

THE WIFE AND THE VISITOR. Further inquiry revealed the following facts. About ten years earlier M. Bernays had married a beautiful girl, daughter of a well-to-do Antwerp merchant. A year later he had introduced to his home one of his clients, a M. Armand Peltzer—a tall, handsome man of charming manners, who had quickly established himself on an intimate footing in his family.

This friendship had lasted until a few months before the disappearance, when M. Bernays, alarmed by Peltzer's marked attentions to his wife and her growing infatuation for him, was obliged to ask him to cease to visit his house—"since," as he explained, "your presence in my house is the cause of insulting gossip about Madame."

In the light of this story of betrayed trust it was only natural that M. Peltzer, the man who had been forbidden to enter the lawyer's house, should be suspected of having had a hand in his disappearance. And it soon began to be broadly hinted that M. Bernays had been made away with by the man who had supplanted him in his wife's affection. But at such suspicion Peltzer merely smiled. He was able to prove to the police, who had now taken the affair in hand, that he was in Antwerp during the whole of the day on which the lawyer had disappeared, and that thus he could not possibly have had any personal part in the mystery.

A STRANGE LETTER.

Thus a few more days passed without throwing the least light on the problem, until on the 18th, the Antwerp coroner received a letter, signed "Henry Vaughan," which threw a startling and unexpected light on it. In this letter the writer, after declaring that his conscience would not allow him to keep silent any longer on the subject, continued: "If the police will go to my house, No. 159, Rue de la Loi, in Brussels, they will find the dead body of M. Bernays, whose sad and tragic end happened thus. Eight days ago M. Bernays, by my invitation, came to Brussels to see me on certain matters of business connected with shipping, in which I am interested. During the interview his attention was drawn to some pistols which I had on my desk and which he asked my permission to examine. He was handling one of them when he must have accidentally pressed the trigger. The weapon went off, struck his forehead, and he instantly died. This tragic event so unnerved and alarmed me that although I had no part whatever in it, I felt

obliged to say, realising the danger of arrest and the difficulty I should have as I was alone with him at the time, of establishing my innocence of causing his death.

This strange letter the coroner at once handed to the police, with the result that a few hours later, M. Bernays, the Royal Procurator, and two detectives presented themselves at No. 159, Rue de la Loi, to find that it was unoccupied, its tenant, Mr. Vaughan, a wealthy shipowner, as they were informed, being absent on his travels. They obtained admission to his house by breaking a window; and, entering one of the two rooms on the ground floor, discovered the body of the missing lawyer seated in an armchair.

On a table in front of the dead man were five pistols—a sixth, the fatal weapon, lay on the floor near his feet. In the drawers of a desk they found a number of receipts, hotel bills, ranging from Brussels to Antwerp and Bremen; and also the cards of a number of prominent Belgian lawyers.

WHO WAS THE WRITER?

It was thus clear that M. Bernays had come to a tragic end. But who was the mysterious Mr. Vaughan, the writer of the letter which had led to the discovery, who although he professed innocence of any part in his death, confessed that he had run away to escape arrest, realising that circumstances pointed to his guilt? Enquiries soon established that, whoever he was, he had made no concealment whatever about himself or his business. He had come to Brussels to establish a new steamship company. He was known personally to many of the business men in the city, and also to several tradesmen, who all spoke of him as frank, pleasant, and gentlemanly, with the air of a prosperous business man. He was of middle height, with long black hair and black moustache, who spoke French without a trace of foreign accent.

When M. Bernays, on his return to Antwerp, asked Peltzer if he knew anything of this mysterious Mr. Vaughan of Brussels, he answered emphatically, "No, I know nothing whatever of any man of that name or description." And when Madame Bernays, the dead man's widow, begged him with tears in her eyes, to swear that he knew nothing of Henry Vaughan, he swore a solemn oath that he had no knowledge of him.

Probably never have the police been faced by a more difficult task than that of running to earth the fugitive shipowner, who alone seemed to know the secret of M. Bernays' death; and with what cleverness and patience they discharged it, this story will prove. Their first step was to scatter broadcast throughout Europe a minute description of him, with a facsimile of one of his letters, and to offer a reward of 25,000 francs for information leading to his arrest.

But, although many persons came forward with the information that they had met the man, no shred of evidence was forthcoming as to his present whereabouts. The only assistance the police received was evidence that he wore a wig and that his black moustache was dyed—thus suggesting that Henry Vaughan was masquerading in a character not his own.

A NEW LINE.

Thus month after month passed without disclosing any trace of the runaway; and meanwhile the original suspicion that Armand Peltzer was in some way connected with the tragedy began to raise its head again. Peltzer, it was discovered by the police, had a ne'er-do-well brother, Leon, who had been in business at Antwerp, and who had a highly discreditable history. He had been often seen in Brussels during the weeks preceding the tragedy; and those who had seen his handwriting declared that it strongly resembled that of "Henry Vaughan's" letter to the coroner. Was it not possible, that, although Armand took no personal part in the lawyer's death, he might have employed his unscrupulous brother, to murder the man who had insulted him by closing his door against him?

Evidence, too, had been growing that Henry Vaughan was not an Englishman, as he professed to be. Whoever he was he was clearly "playing a part," for among several witnesses whose statements supported this theory, a porter at the Hotel Britannique declared that Vaughan spoke English with a strong French accent, while a hatter, when one of Vaughan's hats found at No. 159, Rue de la Loi was shown to him, declared positively that its owner was certainly not an Englishman.

But Armand Peltzer smiled at criminally at this new evidence incriminating his brother as at that directed previously against himself. And to show that he had good cause to smile, he produced a letter written to him by his brother from St. Louis on the very day of M. Bernays' disappearance, thus proving, so he declared, that Leon was more than three thousand miles away from Belgium at the time the tragedy took place.

LINKS IN THE CHAIN.

The police, however, were not inclined to accept such bland assurances. Their conviction grew that not only Armand, but his brother, knew more of the secret of the lawyer's death than anyone else, and they redoubled their efforts to bring their guilt home to them. Link by link, with infinite skill and perseverance, they forged the chain of evidence which was to bring them to their doom.

They discovered that, on the 10th of November, a passenger named Pridat had landed at Liverpool from the Atlantic liner "Arizona," whose description strongly resembled that of Leon Peltzer. And that the same man, now masquerading as Louis Marco, had arrived at the Hotel du Nord, Paris, on the following day.

Step by step they tracked Pridat, alias Marco, through various disguises and assumed names. In Paris he had been seen more than once in the company of a man who, if not Armand Peltzer, was at least his double and under the name of Vibert he had bought several revolvers from a gunmaker named Ducaene. Masquerading next as Alfred Krause, he had visited a theatrical costumier and had purchased a black wig and various paints and dyes, and, thus effectually disguised, he had travelled to Brussels, where he had taken the house, No. 159 Rue la Loi, as Mr. Henry Vaughan, a shipowner.

Having thus, as he naturally thought, concealed his tracks and masked his identity beyond detection, "Mr. Vaughan" proceeded to put his clever and diabolical plan into execution. In his character as a rich shipowner about to establish an important line of steamers, he wrote to M. Bernays, who had made no little reputation as a commercial lawyer, requesting his assistance to form the proposed company, whose capital was to be 12½ million francs. "I shall," he wrote, "require it to be posted up in all the Belgian legislation relating to the formation of such a company. Could you, therefore, favour me with a visit here on Friday or Saturday? Let me call your attention to the fact that my house is only a few yards from the station." This innocent and tempting invitation the lawyer accepted, and thus started on the journey to Brussels which was to have such a tragic termination.

WALKED TO HIS DEATH.

When he presented himself at No. 159 Rue de la Loi he was admitted to the house by Henry Vaughan, now disguised as a man servant. He hung up his hat and coat in the passage and was ushered towards the back study. The portiere over the door was fixed very low, so that he was obliged to bend his head to pass under it. In so doing the vital point at the back of the neck was exposed.

This was the moment which the disguised servant, holding up the portiere with his left hand, had plotted and schemed to reach. Quick as lightning his right hand went up. There was a flash, a puff of smoke, a muffled report. Almost simultaneously Guillaume Bernays pitched forward on his face.

Less than an hour later the "servant," whom nobody but the dead man had ever seen, was sitting in a railway carriage, en route for his native Germany, where he was quite at home and could hide at his ease.

Such was the story of this amazing and cleverly planned crime as built up by the Antwerp detectives, and supplemented by later revelations, and on which warrants were issued for the arrest of Armand and Leon Peltzer. Armand's arrest was promptly effected; for, ignorant of the net of evidence that was being drawn around him, he had made no effort to escape. Leon, however, who seems to have got wind of his danger, successfully eluded capture for two months; then, foolishly returning to Brussels, he, too, found the handcuffs on his wrists.

THE NET CLOSES IN.

At the trial which followed, and which excited the greatest interest from end to end of Europe, Leon sought to save himself by making a full confession, declaring that he had been merely the tool of his clever and unscrupulous brother, who had planned and conducted the plot

DAIRY FARM NEWS. COLD STORAGE

SAFEGUARD

Your Furs, Rugs, Carpets, Winter Clothes, &c., by storing them in our Cold Stores during the hot and damp weather.

For particulars apply to the Secretary.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

"ALL RED" CABLE ROUTE.

GERMANS FOILED AT FANNING ISLAND.

The story of the building up of an "All Red" cable route—one of the achievements of the war of which little has been heard—was told in a paper read to the London Telegraph and Telephone Society by Mr. A. Avery.

The route taken by the "All Red" route, said Mr. Avery, was from London to Halifax, by direct working, through automatic repeaters at Penzance and Fayal in mid-Atlantic; Halifax to Bamfield, in Vancouver, by Wheatstone duplex through eight automatic repeaters, being direct working across Canada; thence to Fanning Island, a small island on coral in the middle of the Pacific. From Bamfield to Fanning was the longest single stretch of ocean cable in the world. The next step was from Fanning to Suva, in Fiji, and then the route was via Norfolk Island to Auckland (New Zealand), and thence to Sydney, with an alternative route from Norfolk to Southports, near Brisbane.

Fanning Island was one of the first cable points to be attacked by the German Fleet. One day near the outbreak of the war a German cruiser, accompanied by a collier, landed a party, which smashed everything at the cable station. They overhauled everything and discovered the place of concealment of the duplicate plant, which was destroyed. The officer in charge of the station, however, showed resource. Next morning, by means of a pickaxe, which he used as a grapple, he picked up the ends of the broken cable. Improvising a wooden raft, which he anchored, he fastened to it the broken cable ends and made a through connection with a piece of covered copper. He then constructed a primitive telegraph set, and got into communication with Suva and made known his plight.

Mr. Avery described the laying of a cable from Peterhead, on the Aberdeenshire coast, to Alexandrovsk, a small town on the shore of an inlet of the White Sea, a war-time operation accomplished with great secrecy. The resumption of trade with Russia, he said, would now bring the cable into full commercial use. The linking up of the "All Red" route was also the result of the war. One of the German Atlantic cables from Emden to New York was cut in the English Channel and taken into Penzance. The distant end was picked up on the other side of the Atlantic, about 300 knots added to it, and taken into Halifax (Nova Scotia). The "All Red" cable had had good fortune in the matter of interruptions on the whole.

throughout, and had supplied the necessary funds. The evidence was conclusive, and both brothers were sentenced to the death they so well merited, Armand carrying an insolent and defiant attitude to the last. When asked by the judge if he had anything to say why sentence of death should not be passed on him, he exclaimed, melodramatically, "My daughter's curses on the jury who have condemned me, an innocent man!"

In such dramatic fashion was the curtain rung down on a drama which, for cleverness of conception and execution, and for its mystery, as well as for the marvellous detective skill displayed, has probably no rival in the history of crime.

SPORT.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

Only one tournament match, in connection with the Handicap Doubles, was played on the stand court of the Hongkong Cricket Club yesterday afternoon, when J. B. Penman and A. D. Humphreys met J. R. Wood and G. R. Sayer in a close struggle which resulted ultimately in a win for the former pair in three straight sets, by 22 games to 15.

Result: Match to Penman and Humphreys, 2-7, 7-5, 6-3.

THE CHINESE INTERPORT.

HONGKONG WINS DOUBLES.

At the C.R.C. yesterday afternoon the Chinese Lawn Tennis Interport between Hongkong and the Straits, concluded with a doubles match in which Ng Sze Kwong and Y. Lok Wei (Hongkong) were opposed to Sheah Keng Tye and Chung Ah Ming (Straits). The Hongkong players who were in fine form, outgeneralised their opponents and won the match easily in two straight sets, 6-1, 6-2. The visitors played a very sporting game throughout, but they made many mistakes from which the local players profited considerably. The Hongkong men were "deadly accurate," and giving nothing away, won the match without stretching themselves to any great extent. The Straits players who leave to-morrow, will be given a farewell dinner to-night.

SUPERSTITIONS.

BABY'S TOOTH.

All old-time nurses and mothers in the rural districts were very careful when a child lost its first milk tooth that the tooth should be buried in the fire; for it was thrown away and a dog happened to get hold of it the child would have a "dog's tooth" grow in its place when the new teeth came. Inquiry reveals this superstition to still be surprisingly common even among people who ought to know better. But its absurdity is equalled by its antiquity and our barbarian ancestors regarded it as a perfectly reasonable proposition.

It works by "contagious magic" upon the principle that what has been a part of a man retains, though severed from him, a magical sympathy with his person and what happens to it will happen to him. This is especially true of teeth, the hardest and most indestructible part of a man. Young children were always regarded as being particularly susceptible to magical influences of all sorts. Therefore if a dog gnaws the cast milk tooth of a child a contagion is set up and the tooth which grows in its place is a "dog-tooth." Many an old woman can point to a "dog-toothed" neighbour as proof of this. The superstition appears to be universal and in some countries the cast milk teeth are deliberately placed where rats can get at them in the belief that if they do the child's new teeth will be as strong and sharp as the rodents'.
(To be continued.)

THE FRUIT SEASON.

DOWEL complaint is here to be pronounced. Be sure to keep a bottle of Chamberlain's Colic, and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Druggists.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS:-

HOLLAND PACIFIC TRADING COMPANY, LTD., HONGKONG.

NOTICES.

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FOR COUGHS IN THE HEAD WHEN
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OBTAINABLE FROM
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Go to
Wiseman's popular Cafe
for
TIFFIN
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DINNER

MONTHLY TICKETS (30 MEALS) \$30.00

Good food, good service and
good music.

All meat, poultry, butter, milk, etc.,
supplied by Dairy Farm.

Manager: D. M. GOODALL

EX-GERMAN SHIPS.

MOVE TO SELL THEM BACK AGAIN.

Are the 140 ex-German steamers which have not yet found owners to be resold to the Germans? The question was raised in Parliament by Sir Edwards Carson.

The answer given by Colonel Leslie Wilson, the Parliamentary Secretary of the Ministry of Shipping, showed that the matter has been under consideration. "This is a question for the Reparations Commission," he said, "and, of course, for the Government to decide, on the advice of the Reparations Commission. The whole position is to be put before the Council of the Chamber of Shipping."

Mr. Gould, a Cardiff shipping man, said he believed the German ships sold at the top of the market had realised £22 to £25 per ton. Today they could not get more than £10 for the ships. In January 236 shipbuilding orders were cancelled, and in February 80, and it would be a serious thing if these other German ships were to be thrown on the market.

Colonel Wilson replied that there is a superabundance of tonnage in the world at the moment, and that with the present high cost of materials and labour it does not pay to build ships. The average price obtained for the German ships, which were of all types and all ages—one of them was built in 1872—had been £11 a ton.

Four fatal cases of small pox and one of enteric fever, were reported yesterday, also one non-fatal case of cerebro spinal fever. All the cases were Chinese.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unusual looseness of the bowels is noticed, Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

ASK FOR NESTLE'S MALTED MILK

£40,000 BRINGS SORROW.

WOMAN'S LOTTERY FORTUNE.

Sudden wealth won in a lottery has brought sorrow for Mme. Holer, a woman employed as a servant in a bar, who in 1905 drew the winning ticket, worth £40,000, in the French Press Lottery.

She became for a time a character of national note, bought a house and a carriage, employed 10 servants, and lent money right and left to friends and other applicants. In 6 months she had only £8,000 of her fortune. This she had lost in speculations, in connection with which she brought an action against her lawyer.

Alluding to the amazing feat of Capt. E. R. G. Evans, of H.M.S. "Carlisle," in saving many lives at the "Hong Moh" wreck, a home paper says: He is a wonderful man, always thinking of others. At one of his lectures in London on the Antarctic expedition, when he thought his audience did not show sufficient enthusiasm over the portrait of one of his colleagues, he called out to the operator, who had switched off the picture, "Hi, Mr. Operator, put that portrait on again." The portrait came back. "That is Mr. Ponting, of whom I have been telling you, ladies and gentlemen," he remarked grimly. "And how everyone did cheer!"

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"AGAPORON"	24th May	London, Amsterdam & Hamburg
"MACHAON"	14th June	London, Rotterdam & Hamburg
"ANCHISES"	21st June	London, Amsterdam & Antwerp

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(Direct or via Continental Ports)		
"ANTIOCHUS"	3rd May.	Genoa, M'iles, L'pool & Glasgow
"TYDEUS"	17th May.	Harve Liverpool, & Glasgow
"BURYADES"	9th June	Genoa, M'iles, L'pool & Glasgow
"HELLEROPHON"	24th June	Genoa, M'iles, L'pool & Glasgow

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(via Kobe and Yokohama)		
"PROTESILAUS"	4th May	Victoria, Seattle and Vancouver
"TEUCER"	25th May	
"TALTRYBIUS"	18th June	

NEW YORK SERVICE

	(via Suez or Panama)	
"KT. COMPANION"	16th May.	via S

HOMEWARD PASSENGER SERVICE

"PYRRHUS"	3rd May	for London
"ANCHISE"	21st June	for London
"MESTOR"	12th July	for London

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POST OFFICE NOTICES.

Telegraphic Communication with Gas Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 8 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

INWARD MAILS.

From	Per
Shanghai	Wednesday, April 27.
	Thursday, April 28.
Straits	Malacca Maru
Japan and Shanghai	Isabe Maru
Straits	China Maru
U.S.A. and Shanghai	China
	Friday, April 29.
Saigon	Antire Lebon
Shanghai	Sinkang

OUTWARD MAILS.

For	Per	Time
Bangkok	Wednesday, April 27.	Uwajima Maru No. 16 4 p.m.
Samahai and Wuchow	Thursday, April 28.	Tamling 4.30 p.m.
Pakhoi and Haiphong	Thursday, April 28.	Kaiping 5 p.m.

Amoy, Shanghai, North China & Japan	Japan	8 a.m.
"Majuro," North China & Japan	Atsuta Maru	9 a.m.
Philippine Islands, Sandakan, Australia and New Zealand	THURSDAY ISLAND	Registration 8.45 a.m.
Letters 9.30 a.m.	Changsha	10 a.m.
"Shanghai and North China	Shanghai	10 a.m.
Shanghai, North China, Japan, Canada, United States, Central and South America & EUROPE via VAN COUVER	Registration 9.45 a.m.	
Letters 10.30 a.m.	Empress of Russia	3 p.m.
Japan	Hosokuni Maru	3 p.m.
Wahaiwei, Chefoo and Tientsin	Georgie	4 p.m.
Swatow and Quinlon	Hydrangea	4 p.m.
Swatow	Wingang	5 p.m.
Swatow, Shanghai and North China		

FRIDAY, APRIL 29.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannukodi, Egypt & EUROPE via Marseilles	Registration 8.45 a.m.	
Letters 9.30 a.m.	Isabe Maru	8 p.m.
Philippine Islands	Hopang	8 p.m.
Ningpo, Shanghai and North China	Andre Lebon	8 p.m.
Shanghai, North China and Japan		

SATURDAY, APRIL 30.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannukodi, Aden, Egypt & EUROPE via Marseilles	Registration 8.45 a.m.	
Letters 9.30 a.m.	Soudan	
The Parcel Mail will be closed on Friday, 29th, last at 5 p.m.		
Swatow, Amoy and Foochow	Haiching	1 p.m.
Swatow, Amoy and Foochow	Yataking	2 p.m.
Swatow, Amoy and Foochow	Chenai	3 p.m.
Wahaiwei, Chefoo and Tientsin	Haidow	3 p.m.
Swatow, Shanghai and North China	Kwangang	5 p.m.
Swatow and Bangkok	Topka	5 p.m.

SUNDAY, MAY 1.

Saigon	Saigon	9 a.m.
Swatow, Amoy and Keelung	Kaije Maru	9 a.m.

MONDAY, MAY 2.

Swatow, Amoy and Keelung	Changchow	9 a.m.
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TUESDAY, MAY 3.

Swatow and Bangkok	Kaichow	9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannukodi, Egypt & EUROPE via Marseilles	Registration 9.45 a.m.	
Letters 10.30 a.m.	Pyrrhus	
The Parcel Mail will be closed on Monday, 2nd May at 5 p.m.		
Swatow, Amoy and Foochow	Hailong	11 a.m.
Amoy, Shanghai and North China	Sinkang	11 a.m.

WEDNESDAY, MAY 4.

Haichow and Haiphong	Lotang	8 a.m.
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THURSDAY, MAY 5.

Shanghai and North China	Sunking	11 a.m.
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SUNDAY, MAY 8.

Haichow, Pakhoi and Haiphong	Kailong	8 a.m.
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WEDNESDAY, MAY 12.

Amoy and Philippine Islands	Tamling	8 p.m.
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*Correspondence bearing vessel's name only

WEATHER REPORT.

April 27d. 11h. 35m.—Pressure has increased considerably at Weihaiwei; other changes are slight. The depression remains over Toehking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.84 inches, against an average of 10.92 inches.

Forecast for the 24 hours ending at noon on April 28th.

1.—Hongkong to Gas Rock, S. winds, moderate to fresh; fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamco. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY,

HONGKONG.

DAILY WEATHER REPORT.

APRIL 27, 1921.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.
Victoria	8 a.m.	30.08	42	10			
Kowloon	8 a.m.	30.08	42	10			
Hakodate	8 a.m.	30.08	42	10			
Tokyo	8 a.m.	30.08	42	10			
Kobe	8 a.m.	30.08	42	10			
Yokohama	8 a.m.	30.08	42	10			
Manila	8 a.m.	30.08	42	10			
Cebu	8 a.m.	30.08	42	10			
Shanghai	8 a.m.	30.08	42	10			
Amoy	8 a.m.	30.08	42	10			
Swatow	8 a.m.	30.08	42	10			
Taipei	8 a.m.	30.08	42	10			
Tientsin	8 a.m.	30.08	42	10			
Peking	8 a.m.	30.08	42	10			
Harbin	8 a.m.	30.08	42	10			
Manchuria	8 a.m.	30.08	42	10			
Japan	8 a.m.	30.08	42	10			
Formosa	8 a.m.	30.08	42	10			
Philippines	8 a.m.	30.08	42	10			
India	8 a.m.	30.08	42	10			
China	8 a.m.	30.08	42	10			
Europe	8 a.m.	30.08	42	10			
Africa	8 a.m.	30.08	42	10			
Australia	8 a.m.	30.08	42	10			
South America	8 a.m.	30.08	42	10			
North America	8 a.m.	30.08	42	10			
Canada	8 a.m.	30.08	42	10			
United States	8 a.m.	30.08	42	10			
Europe	8 a.m.	30.08	42	10			
Africa	8 a.m.	30.08	42	10			
Australia	8 a.m.	30.08	42	10			
South America	8 a.m.	30.08	42	10			
North America	8 a.m.	30.08	42	10			
Canada	8 a.m.	30.08	42	10			
United States	8 a.m.	30.08	42	10			

C. W. JEFFRIES, Director.

Hongkong Observatory, April 27, 1921.

1. Barometer reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation of the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, by blue sky, detached cloud, drizzling rain, fog, gloomy, hail, lightning, or overcast, passing showers, equal, rain, snow, thunder, visibility, dew, wet, rain in inches tenths and hundredths.

HONGKONG REGISTER.

Previous day	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.76	29.77
Temperature	81	70
Humidity	77	85
Direction of Wind	SE	S
Force	3	3
Weather	0	0
Rain	0.00	0.00

Signal on the Observatory on the 27th-28th: Lowest open air temperature on the 27th-28th.

T. F. CLARKE, Director.

Hongkong Observatory April 27, 1921.

HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. The ball is hoisted half past the 5th minute and full past at the 5th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible. Should the Time Ball be out of order the above routine will be carried out with the flag "Z" on the Storm Signal mast. Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8.08 to 9.00 p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 8th, 10th, 12th, and 14th of each minute.

The hours are to Hongkong Standard Time (8 hours East of Greenwich).

Printed and Published for the Corporation by GEORGE WILLIAM CAMPBELL, Editor, No. 6, Wyndham Street, Hongkong.

ENTERTAINMENTS.

THE CORONET

TO-DAY AT 5.15 and 9.15

"The Money Changers"

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WHY

IS THE NAME "AMERICA" APPLIED TO THE WESTERN CONTINENT?

Every schoolboy knows that the name "America" refers to the explorer Americus Vesputi, but comparatively few know of the circumstances which led up to the bestowal of this name, rather than that of Columbus, upon the New World. Major, the expert on the science of mapdrawing, has shown that the appellation "America" first appeared on the map of the world drawn by no less an artist than Leonardo da Vinci, and he explains the circumstances which led up to its adoption as follows:

"The first map known to exist with the New World delineated upon it, is that drawn by Juan de la Cosa, the pilot of Columbus on his second voyage. This map is dated 1500. Juan de la Cosa was with Ojeda and Vesputi, and afterwards with Ojeda on his last and ill-fated expedition. In May, 1507, just the year after the death of Columbus, a man named Martin Waldseemuller wrote a book to which was appended a Latin account of the four voyages of Vesputi. In this book, published at St. Die in Lorraine, Waldseemuller proposed that the name 'America' should be given to the New World, in honour of Vesputi whom he erroneously supposed was the discoverer of the continent.

"In 1508 the first engraved map containing the New World, appeared in an edition of Ptolemy printed at Rome; but this does not bear the name America. But in 1509 this name appears as if it were already

accepted as a well-known denomination, in an anonymous work entitled 'Globe Mundi,' published at Strasbourg. The map of the world of Leonardo da Vinci, presumably issued in 1514, has the name America across the South American continent as well as the North—thus a Dutch author and an Italian artist, possibly without malice, to rob Columbus of at least some of the fruits of his courage and perseverance.

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